

The SEAMAN's  
VADE-MECUM,  
AND  
Defensive WAR by SEA:

CONTAINING

The Proportions of Rigging, Masts, and Yards, Weight of Anchors, Sizes and Weight of Cables and Cordage, Lift of the Navy. The Exercise of the small Arms, Bayonet, Granadoes and Great-Guns, Duty of Officers, &c.

A L S O

showing how to prepare a Merchant-Ship for a close Fight, by disposing their Bulk-heads, Leaves, Coamings, Look-holes, &c.

weighing; the Advantages to be taken by the Chace considered, under all Positions in respect to Wind and Tide.

Defensive Fighting; shewing how Merchant Ships are to act, whether single or in Fleets, when Canonaded or Boarded by the Enemy.

Naval Fortification; the Advantages of Mooring considered, in Respect to Wind and Tide; and how to lay Booms in straight and crooked Rivers, &c.

Essay on Naval Book-keeping; as well in respect to the Purser, as to the Captain's Clerk and Steward. The Method of forming Signals for the Regulation of Merchant-Ships sailing in Company, under the Direction of a Commodore in Time of War; with many other Particulars relating to the Navy and Merchant Service.

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WILLIAM MOUNTAINE,  
*Teacher of the MATHEMATICKS and F.R.S.*

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on Tower-Hill, 1767.



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T H E

# P R E F A C E.

**T**HAT the Monarchs of *Great-Britain* have a peculiar and sovereign Authority upon the Ocean, is a Right so-  
cient and undeniable, that it never was pub-  
kly disputed, but by *Hugo Grotius* in his *Mare  
berum*, published in the Year 1636, in Favour  
the *Dutch* Fishery upon our Coasts; which  
ook was fully controverted by Mr. *Selden's*  
*Mare Clausum*, wherein he proves this Sovereign-  
from the Laws of GOD and of Nature, be-  
es an uninterrupted Fruition of it for so many  
ges past, as that its Beginning cannot be traced  
it.

It is probable enough that this Sovereignty  
mmenced with the first Inhabitants, who soon  
covered the great Use of *Machines* made to  
at upon the Water, in the easy Conveyance of  
eir Traffic from one Place to another upon the  
asts, as also their singular Service in the Art of  
hing: They would also presently perceive (by  
a 2 the

## P R E F A C E.

the Nature of their Situation) that Those would be the most effectual Bulwarks to defend their Lives and Liberties against the Invasions of any neighbouring Powers ; and it is as probable that (in those Primitive Times) they served in the double Capacity of Defence and Trade, and continued in this State, until (by the Encroachments of their Neighbours upon their Trade and Attempts made upon their Coasts) it was found necessary to fortify and enlarge their Vessels of Defence, and fix them upon another Establishment.

Hence it appears that the Sovereignty of the Seas and the Trade of this Nation, are of equal Antiquity ; and as they found the Advantage of Trade capable to support their Shipping, for they found the Benefit of Shipping in the Preservation of their Trade ; and thus they have continued Hand-in-Hand to this Day ; the Influence of which every Man of Business is duly sensible of : For it is our formidable *Navy-Royal* and our *Maritime Commerce* that render us considerable in the Eye of the World.

Law is the Preceptrix of every Kingdom, it teaches the Subjects their Duty, and punishes the Guilty ; and the more salutary the Law, the more happy, robust and active the Constitution. Under the Suffrage of National Laws, every Community must be actuated by proper and necessary Regulations, if not, they can never Flourish, but must dwindle, and end in Confusion.

## P R E F A C E.

Our *Royal-Navy* being of the greatest Importance to the Kingdom, the Legislature has constantly taken peculiar Care from Time to Time (by the most salubrious Laws) to support and improve its Strength, Lustre and Dignity; and the Regulations and Instructions relating thereto, contain at this Time a very great Degree of Perfection: In those every Officer is apprized of his Duty, the general Good of the Seamen considered, the Diligent and Obedient encouraged, the Sick and Wounded taken Care of and Rewarded, Provision made for the Widows and Orphans of the Meritorious, the Superannuated relieved and provided for, an ultimate Regard exhibited (as appears through all their Precepts) for a due and regular Dispensation of the Stores, and the Rules prescribed, being duly executed, are an absolute and infallible Remedy against Imbezzlement.

These Regulations fall into the Hands of very few beside Commission and Warrant - Officers, and for this Reason, I have herein offered a short Review of them, in Hopes that it may be of Service to some who are already, or are about to be concerned in the NAVY, and a Satisfaction to others who are not so well acquainted in what manner, and how regular the Motion of this great and Important *Machine* is conducted.

The latter Part of these Sheets is designed for the Advantage of *Commercial Navigation*, that is, how Commanders of small Merchant-men, or those that run without Convoy, carry but few Hands,

## P R E F A C E.

and those particularly who have not studied or practised the Art of *Defensive Sea-Fighting*) may the better Act in Time of War, for the Preservation of their Lives, Liberties and Fortunes. And for this I acknowledge myself solely obliged to the ingenious Capt. *Robert Park* of *Ipswich*, who published a Book in the Year 1704, intitled, *Defensive War by Sea*. This Book was very much esteemed, and did not want Purchasers, but at the Conclusion of Peace, the Proprietors did not think it convenient to make a Re-publication: As therefore it was once so well approved, I flatter myself that it may (in some Measure) be acceptable at this Time.

I have not directly Re-printed this Author that would have been too Voluminous, and (I think) unnecessary, but have exhibited his direct Sentiments upon every material Section; and where I could not convey (according to my own Opinion) his true Meaning by Contraction, I have made Use of his own Expressions at large.

Those Sections which I have omitted as less material, are the *Historical Accounts of Sea-Fighting* variously interspersed through the Whole; and (by the Author) are chiefly intended as *Stimulus* to excite the Virtue and Courage of his Fellow Subjects for their own Reputation and the Honour of the Kingdom.

As to his *Fortification*, I have only introduced the *Naval Part*, being the most essential to our Purpose, and for the rest refer those that desire

## P R E F A C E.

or desirous to be therewith acquainted, to such  
Authors who have particularly treated upon this  
Subject.

In this Edition I have left out the Rigging  
Tables and also the Epitome of the Art of  
Gunnery; the first being apply'd as an Ap-  
pendix to the Ship-Builder's Assistant, or  
Marine Architecture; and the latter is now treat-  
ed of more explicitly in a Book lately published,  
and intitled, *The Practical Sea-Gunner's Compa-  
nion*. For which Omissions I hope to have made  
suitable Amends, by introducing an Essay on  
Naval Book-keeping, as well in regard to the  
Purser, as to the Captain's Clerk and Steward;  
Subject (I believe) never publicly treated of  
before.

Upon the Whole, whatever may be contain'd  
in the following Sheets worthy of Acceptation,  
and the meritorious Author (to whom I am chief-  
ly owing) have the Honour due: As to my  
own Part, if they ever may prove an Instrument  
of Improvement and Promotion to one young  
Seaman, be a Means of saving the Life but of  
one Man, or the Preservation of one Ship, it  
will be an inexpressible Satisfaction, and infinite  
compensate for all the Trouble of this  
Collection.

Honour

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WILLIAM MOUNTAINE.



T H E

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**A**CCOMPTS, BOOK-KEEPING,  
after the *Italian* Form; also  
NAVIGATION, ASTRONOMY, the  
USE of the GLOBES, and other  
practical Parts of the MATHEMATI-  
CS are regularly Taught, and  
young GENTLEMEN Boarded, by

**William Mountaine,**

**IN Gainsford - Street, SOUTHWARK**

**A L S O,**

**FRENCH, DRAWING, MUSIC, FENCING**  
**and DANCING, by proper MASTERS.**

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A

# MARITIME DICTIONARY:

O. R,

Explanation of the most useful SEA-TERMS,  
digested into ALPHABETICAL ORDER.

A

*AFT*, or *Abaft*. From the Head or Fore-part of the Ship towards the Stern; as, *Carry such a Thing aft*; the *Mast hangs aft*; that is, towards the Stern.

*How chear ye fore and aft?* That is, how fares all the Ship's Company?

*Amain*, that is, *Yield*: A Term used by a Man of War to the Enemy.

*Strike amain*. Lower your Top-sails.

*Aloft*, signifies *over-head*, or *above*.

*The Anchor is foul*; that is, the Cable is got about the *fluke*, which is the flat Point, or Wings, that resemble the Head of an Arrow.

*The Anchor is a-Peck*, or, *a-Peck*; signifying, that it is directly under the *Hawse* (or Hole) through which the Cable of the Anchor runs out.

*The Anchor is a Cock-Bell*; that is, swings or hangs up and down by the Ship's Side.

A

An

*An Awning*, is a Shelter or Skreen, that is made of a Sail, or such like, supported in the Nature of a Canopy over the Deck, to keep off the Heat of the Sun.

## B.

*Bale*; that is, lade Water out of the Ship's Hold.

*French the Ballast*, to divide or separate it.

*The Ballast shoots*; meaning, that it shifts or runs over from one Side of the Ship to the another.

*To bear with the Land*, &c. that is, to sail towards it.

*To bear to*, viz. To sail unto a Channel or Harbour before or with the Wind.

*Bring the Guns* (or Ordnance) *to bear*; that is, Point them right with the Mark.

*Bear up*; that is, make the Ship sail more before the Wind.

*Bear up round*, Put her right before the Wind.

*Belay*, make fast any running Rope.

*Bend the Sails*; that is, fasten or apply them to the Yards.

*Her Sails are unbent*, viz. Has no Sails fixed.

*Bend a Cable*, make it fast.

*A Birth*, A convenient place to moor a Ship in.

*A Bight*, is any part of a Rope between the Ends.

*The Buge*, is the Breadth of the Place the Ship rests on, when she is a-ground.

*The Ship is bilged*; that is, has struck off some of her Timber on a Rock or Anchor, and springs a Leak.

*A Binacle*, is that whereon the Compass stands.

*The Bits*, are two square Pieces of Timber, to which the Cables are fastened, when the Ship rides at Anchor.

*A Bitter*, is a Turn of a Cable about the Bits.



*A Bonnet*, is an Addition of another Sail. To fasten on, they say, *Lace on the Bonnet*. And to take it off, *Shake off the Bonnet*.

*Board and Board*, signifies, that two Ships come so near as to touch one another.

*To Board a Ship*, is to enter it in an hostile manner, or against the Inclination of those in her.

*To go Aboard*, is to enter it by Consent, or in a friendly Manner.

*Board it up*; that is, turn to Windward.

*To break Bulk*, to open the Hold, and take Goods thereout.

*A Buoy*, is a floating Cask, or such like, which is moored at a Sand-bank, to warn Shipping against it. Also is used to every Anchor, in order to shew where the Anchor lies.

C.

*To Chace*, is to pursue another Ship or Vessel; - and the Ship, &c. so pursued, is called the *Chace*.

*Careening*, is bringing a Ship to lie down on one Side, while the other is trimmed and caulked.

*Caulking*, is driving Oakham, Spanhair, &c. into the seams of the Ship, to keep out Water.

*To Cond, or Cun*, is to direct or guide.

*To cun a Ship*, is to direct the Person at the Helm how to steer her. If the Ship goes before the Wind, then the Pilot, or he who cuns the Ship uses these Terms to him that steers, according as the Case requires; viz. *Starboard*, that is, to put the Helm to the *Starboard* (or right) Side, to make the Ship go to the *Larboard* (or left) Side; and so of the contrary. *Port*, is to keep the same Direction of the Helm upon the *Starboard* or *Larboard*, as has been last ordered. *Helm a Midships*, is to keep the Helm in a right Line with the Ship's Head and Stern, neither inclining to Right or Left.

In keeping the Ship near the Wind, these Terms are used; viz. *Loof*, (or *Luff*) *keep your Luff*; *fall not off*; *veer no more*; *keep her too*; *touch the Wind*; *have a care of the Lee-Latch*. See Letter L.

To make her go more large; they say, *Ease the Helm*. *No near*; *Bear up*.

To keep her upon the same Point; they say, *Steady*. *Thus, thus*; or, *As you go*, and such like.

When the neither goes by a Wind, nor before Wind, but betwixt both; then they make use of some one of the following Terms, which are all of the same Signification; viz. *The Ship goes Lasking*, *Quartering*, *Veering*, or *Large*.

*The Course*, is that Point of the Compass on which the Ship sails. *What Course did you sail?* viz. On what Point of the Compass?

*Courses*, signify the Ship's Sails: as, *She is under fore Course*; that is, sails with her Fore-mast Sails only.

*Under all her Courses*, is under all her Sails.

*Cut the Sail*. viz. Unfurl it, and let it fall down.

## D.

*Dead Water*, signifies the Eddy Water at the Stern of the Ship.

To *Disembogue*, is to go out of the Mouth of a Gulph.

To *Dispart* a Piece of Ordnance, is to find out the Difference of Diameters betwixt the Breech and Mouth of a Cannon.

*The Deck is a flush afore and aft*; that is, laid from Head to Stern without any Falls or Risings.

*The Ship drives*, is when her Anchors give way.

## *A Maritime Dictionary.*

### **E.**

*End for End*, is a Term used, when a Rope runs all out of the Block, so that it is unreev'd (or all drawn out.)

### **F.**

*A Fathom*, is a Measure containing six Feet.

*A Fack*, is one Circle of any Rope or Castle quailed up round.

*To Hand (or Furl) a Sail*, is to wrap it up close together, and bind it up with little Strings, called *Caskets*, fast to the Yard.

*To Fish a Mast, or Yard*, is to fasten a Piece of Timber, or Plank, (by way of Splinter) to the Mast or Yard, to strengthen it; which Piece or Plank is called *Fish*.

*To lower or strike the Flag*, is to pull it down upon the Cap; and is either done in saluting with the utmost Respect, or in Token of yielding to an Enemy in Fight.

*Free the Boat or Ship*; that is, Bale or Pump the Water out.

*To fall off, viz.* To fall a-stern.

*Bore*, is towards the Head of the Ship.

### **G.**

*The Ship's Gage*, is so many Foot as she sinks in the Water, or so many Foot as she draws.

*Weather-Gage*, is when one Ship has the Wind (or is to the Weather) of another.

*To Greave the Ship*, to bring her to lie a-ground, to burn off her old Filth.

*The Ship gripes, viz.* Turns her Head to the Wind more than she should.

## H.

*The Helm is hard a Weather;* that is, it is as hard the Weather as it will go.

*To Haul,* signifies to pull.

*Heave over-board,* is to throw any thing out of the Ship.

*To Hail a Ship,* to call her Company, to know whether they are bound, &c. and is thus done.

*Hoa the Ship!* or only *Hoa!* To which they answer *Hoa!* Likewise to salute another Ship with Trumpe &c. is called *Hailing*.

*Frash the Hawse,* signifies to veer out more Cable when that Part that lies in the *Hawse* (or Hole through which it runs) is fretted or chafed.

*An Hawser,* is the Cable belonging to the Anchor.

*Clear the Hawse,* is when two Cables, that come through several *Hawses*, are twisted, and are ordered to be untwisted or freed.

*To ride thwart the Hawse,* and *upon the Hawse,* signifies when a Ship lies thwart, or cross, or with her Stern just before another Ship's *Hawse*.

*To Hitch,* is to make fast.

*The Ship Heels,* she inclines more to one Side than the other; as, *She heels to the Larboard,* viz. inclines to the Larboard (or left) Side.

*The Hold of a Ship,* is the very lower Apartment or Division in the Bottom of the Ship, betwixt the Keelson and the lower Deck, where all Goods, Stores &c. lie.

*To rummage the Hold,* is to remove or clear the Goods &c. out of it.

*To stow the Hold,* is to place Goods, &c. in the Hold.

*To Hoist,* is to haul or lift up.

*To Hull,* is to take in a Ship's Sails, when she's at Sea.

**L.**

*The Ship labours*; that is, rolls and tumbles much.

*Land-fall*, is expressing an Expectation of seeing Land.

*Land-locked*, is when a Ship lies within a Bay or Creek, and sheltered all round by the Land, so that no point is open to the View of the Sea.

*Lies Land-to*, is said, when a Ship is at so great a Distance, as only just to discern Land.

*To Lash*, signifies to bind.

*To Launch a Ship*, is to put her forth off the Dock into the Water: But in some Cases, it is used in a negative Sense; as,

*Launch her*; viz. Hoist no more, when a Yard is hoisted high enough, and that orders are given to stop.

*To Lay the Land*; that is, to lose the Sight of it.

*Lee-Shore*, is that against which the Wind blows.

*Have a Care of the Lee-latch*, viz. Take Care the Ship do not too much to the Leeward.

*She lies by the Lee*; that is, a Ship has all her Sails lying flat against the Mast and Shrouds.

*Leewards*, is with the Wind, or on that Point towards which the Wind blows.

*The Ship lifts*, viz. heels or inclines to one Side more than the other.

**M.**

*Mizen*, has several Words peculiar to it. The *Mizen-mast* is that which is abaft, or nearest to the Stern of the Ship; and from thence, every thing belonging to that Mast is distinguished accordingly, as are all the other Masts, and their Rigging, &c. So therefore the Mizen-sail is called the Mizen, and is thus understood, viz.

*Set*

*Set the Mizzen*; that is, fit the Mizzen-sail.

*Change the Mizzen*; bring the Yard to the other Side of the Mast.

*Speek the Mizzen*; that is, put the Yard right up and down the Mast.

*Spell the Mizzen*, let go the Sheet, and peek it up.

*To moor a Ship*, is to lay out her Anchors in such manner as she may most conveniently ride with Safety.

## N.

*Niep-Tides*, are those Tides which are in the first or last Quarter of the Moon, and are not so high, so low, nor so swift, as the Spring-tides.

*A Ship is beneip'd*; that is, when the Water does not flow high enough to bring her from off the Ground, over the Bar, or out of a Dock.

## O.

*The Offing*, is to the Sea-ward from the Land; when a Ship, or a Fleet, is said to *lie in the Offing*, means, that they from whom that Expression has come were in a Ship which lay in Harbour, or were near the Shore, when the others were to the Sea-ward of them.

*Offward*, signifies contrary to the Shore.

*She stands for the Offing*; the Ship sails from the Shore into the Sea, or from the Landward to the Seaward.

*Overfet*, is turned over.

## P.

*To Pay a Seam*, is to lay hot Pitch and Tar on (after Caulking) without Canvas.

*To Parcel a Seam*, (is after the Seam is caulked) to lay over it a narrow Piece of Canvas, and then pour hot Pitch and Tar on it.

*To ride a Peek*, is when the Yards are so ordered, that they seem to represent a *St. Andrew's Cross*.

*To Purchase an Anchor*, ; that is to loosen it so as to be able to hawl it up.

*The Captain Purchases a-pace*, viz. draws in the Cable a-pace.

Q.

*Quarter-winds*, are when the Wind blows in abaft the Main-mast Shrouds, even with the Ship's Quarters.

*A Quail*, is a Rope or Cable laid up round, one Fack over another; and the Fack is called *Quailing*. See F.

R.

*A Reach*, is the Distance between any two Points of Land, that lie in a right Line from each other.

*To Reeve*, is to put a Rope through a Block; so, *Threewing the Rope*, is to pull the Rope out of the Block.

*To Ride*; a Ship is said to *Ride at Anchor*, when she does not drive with the Wind or Tide, but is held fast by her Anchors.

*To Ride a-thwart*, is to ride with the Ship's Side to the Tide.

*To Ride betwixt Wind and Tide*, is when the Ship rides at Anchor, and that the Wind and Tide are contrary, and have equal Strength.

*To Ride Hawse-fall'n*, is when the Water breaks into the *Hawfses* in a rough Sea.

*A Road*, is any Place near the Land, where Ships may ride at Anchor; from whence a Ship so riding, is called a *Roader*.

*Rowse-in*, signifies to *hawl in*, and is properly applicable only to the *Hawser* or *Cable*, in ordering it to be made straight, tight, or *tort*, when it is slack.

## S.

*To Serve a Rope*, is to wind something about it to preserve it from fretting or wearing out.

*A Service*; the Thing wound about a Rope is so called.

*To Seaze*, is to make fast or bind.

*She Seels*; that is, when on a Sudden the Ship lies down on her Side, and tumbles from one Side to the other.

*The Ship Sands*; viz. when her Head or Stern falls deep in the Trough (or Hollow) of the Sea.

*To Settle a Deck*, is to lay it lower.

*The Ship is Sewed*; viz. the Water is gone from her.

*The Ship Sheers*; that is, she goes in and out, and not right forward.

*To Sound*, is to try with a Line, or other Thing, how deep the Water is.

*The Ship has Spent her Masts*; that is, they have been broke by foul Weather; but if a Ship lose her Masts in Fight, it is then said, *Her Masts have been Shot by the Board*.

*To Splice Ropes*; that is, to untwist two Ends of Ropes, then twist them both together, and fasten them by binding a String about them.

*The Sails are Split*; that is, blown to Pieces.

*The Ship Spoons*; that is, goes right before the Wind without any Sail.

*Spring-tides*, are the Tides at new and full Moon, which flow highest, ebb lowest, and run strongest.

*The Bowsprit Steeves*; viz. stands too upright.

## T.

*Tack-about*; that is, bring the Ships Head about to the other Way.

*Talle aft the Sheets:* A peculiar Term used for hawling aft the Sheets of the Main or Fore-sail.

*A Windward-Tide,* is a Tide that runs against the Wind.

*Tort,* signifies the same as strait, tight, or secure.

*A Leeward-Tide,* when the Wind and Tide go both the Way.

*A Tide-gate,* is so called, where the Tide runs strong.

*To Tide it up,* is to go with the Tide against the Wind; and on the Tide's altering, to lie at Anchor till it serves again.

*It flows Tide and half Tide;* that is, it will be high Water sooner by three Hours by the Shore than in the Offing.

*To Tow;* that is, to drag any thing after the Ship or boat.

*The Ship's Traverse,* is her Way.

V.

*To Veer;* that is, to let out; as *Veer more Cable,* &c.

*The Wind Veers;* viz. it shifts or changes about from one Point to another.

W.

*The Ship Veers well;* that is, answers her Helm well.

*The Wake of the Ship,* is the dead Water that follows the Ship.

*The Ship is Walt;* viz. she wants Ballast. †

*To Weather a Ship;* that is, to go to Windward of it.

*To Wind a Ship;* viz. to bring her Head about.

*How*

*How Winds the Ship?* that is, upon what Point of Compass she lies with her Head.

*To Warp a Ship in or out of Harbour,* is to carry against the Wind, by Means of carrying out an Anchor in the Boat, and dropping it; then to hawl upon it, and so carry out another Anchor, after the Ship is come to the first Anchor.

*To Would;* that is to bind Ropes about the Mast, the like, to keep on a Fish, or strengthen it.

## Y.

*The Ship Yaws;* viz. she goes in and out, and does not steer steady.

*Younkers,* are the young Foremast-men.



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T H E  
S E A M A N'S  
V A D E - M E C U M.

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*The Names of the Masts, Yards, and Ropes of Rigging respectively belonging to each Mast and Yard of a Ship compleat.*

*Rigging to the Bow-sprit, and Sprit-sail Yard.*

**S**HEETS, Horse, Clew-lines, Slings for the Yard, Hallyards, Lifts, Garnets, Standing-lifts, Garnets, Standing-lifts, Pendants for Braces, Falls to them, Moulding, Bunt-lines.

*Rigging to the Sprit-sail Top-mast, and Sprit-sail Top-sail-yard.*

Shrouds, Lanyards, Pendants of Braces, Falls to them, Tyes, Hallyards, Clew-lines, Pendants of the Back-stays, Falls to them, Lifts, Parrel-rope.

*Rigging to the Fore-mast and Fore yard.*

**T H** Pendants of Tackles, Runners of Tackles, Falls of Tackles, Shrouds, Landyard, Stay, Collar, Lanyard, Attacks, Parrel-rope, Clew-garnets, Bow-lines, Braces, Pendants for Braces, Falls to them, Bunt-lines,

B

Sheets

Sheets, Tacks, Lifts, Leech-lines, Geers, Leg of  
Catharpings, Falls to them, Stoppers of the Top-  
Sheets, Tye, Hallyards.

*Rigging to the Fore-top-mast, and Fore-top-sail-yard.*

Pendants of Top-rope, Falls to the same, Shrouds,  
Lanyards, Stay, Lanyard, Lifts, Puttocks, Tye, Run-  
ner, Hallyards, Bow-lines, Bridles, Clew-lines, Pen-  
dant of Tackles, Falls to them, Sheets, Parrel-rope,  
Leech-lines, Braces, Pendant, Bunt-lines, Stand-back  
Stays, Lanyards.

*Rigging to the Fore-top-gallant-mast, and Fore-top-gallant-yard.*

Stay, Tye, Hallyards, Lifts, Braces, Clew-lines,  
Bow-lines, Bridles, Parrel-rope, Shrouds, Lanyards.

*Rigging to the Main-mast and Main-yard.*

Pendant of Tackle, Runners of Tackle, Falls  
Tackle, Lifts, Shrouds, Lanyards, Stay, Collar, Lanyards,  
Pendant of Garnet, Guy, Fall of the Garnet, Tacks  
Taper-laid, Sheets, Clew-garnets, Bow-lines, Bridles,  
Pendants of Braces, Falls, Geers, Parrel-rope, Leech-lines,  
Bunt-lines, Slab-line, Puttocks, Legs, Catharpings,  
Falls to them, Stoppers of Fore-sheets, Tackles to set up  
Shrouds, Busing tackles, Tackles, Hallyards.

*Rigging to the Main-top-mast, Main-top-sail-yard, and Cross-jack-yard.*

Pendant of Tackle, Falls to them, Shrouds, Lanyards,  
Stand-back-stays, Lanyards, Stay, Lanyards.



of *Sts.* Braces, Pendant, Bow-lines, Bridles, Pendants  
*op-f* Top-rope, Falls to them, Clew-lines, Tye, Run-  
*s,* Hallyards, Leech lines, Bunt-lines, Puttocks,  
*arrel-rope, Sheets.*

*ard.* *Rigging to the Main top-gallant-mast, and Main-top-gal-*  
*lant yard.*

*hrou* Stay, Braces, Bow-lines, Bridles, Parrel-rope, Tye,  
*s, Pe* llyards, Clew-lines, Lifts, Shrouds, Lanyards.

*l-rop* *Rigging to the Mizzen-mast and Mizzen-yard.*  
*d-bac*

Shrouds, Lanyards, Stay, Lanyards, Hallyards, Parrel-  
*oe,* Trufs, Sheet, Tack, Bow-lines, Brayles.

*-top-g* *Rigging to the Cross-jack.*

*ew-lin* Lifts, Braces, Standing-lifts, Lanyards.  
*yards.*

*Rigging to the Mizzen-top-mast, and Mizzen-top-sail yard.*

Shrouds, Lanyards, Puttocks, Braces, Bow-lines,  
*Falls* des, Tye, Hallyards, Lifts, Parrel-rope, Stay Clew-  
*ar, L* es, Cat-rope, Pendant of the Fish-hook-rope, Falls  
*Garn* the same, Stop at the Bow, Shank-painter, Stop at  
*ow-lin* Bits, Lanyards, Vial, Pendant of the Wind-jack,  
*arrel-ro* ls of the same, Buoy-ropes.

*Legs* *Directions for making of Masts and Yards ac-*  
*re-the* *ording to Proportion for the Merchants*  
*s, T* *Service.*

*yard,* *OR the Main-mast. As 7 is to 20, so is the*  
*ids, L* Breadth at the Beam, to the Length thereof; and  
*Lanyar* *ee Quarters the Breadth at the Beam is the Thick-*  
*Li* *ness; Inches for Feet.*

The Fore-mast is seven eights of the Main-mast, and Thickness proportionable.

The Mizzen-mast two-thirds of the Main-mast, and Thickness proportionable.

The Bow-sprit three fifths of the Main-mast, and Thickness one Inch less than the Main-mast.

The Main-top-mast three fifths, or four sevenths, of the Main-mast, and Thickness proportionable.

The Fore top-mast seven eights of the Main-top-mast, and Thickness proportionable.

The Mizzen-top mast four sevenths of the Main-top-mast, and Thickness proportionable.

The Main-top-gallant-mast five twelfths of the Main-top-mast, and Thickness proportionable.

The Fore-top gallant-mast seven eights of the Main-top-gallant-mast, and Thickness proportionable.

*For the Fore-Yards.*

The Main-yard seventh tenths of the Main-mast.

The Fore-yard seven-eights of the Main-yard.

The Mizzen-yard must be a Medium between both.

The Main-top-fail-yard, Sprit-fail-yard, and Cross-jack-yard, two thirds of the Main-yard.

The Fore-top-fail-yard seven eights of the Main-top-fail-yard.

The Main-top gallant-yard three fifths of the Main-top-fail-yard.

The Main-top-gallant-yard three fifths of the Main-top-gallant-yard.

The Mizzen-top fail-yard is the same Length with the Main-top-gallant yard.

*The Proportions of the Lower Masts.*

Every Inch thick at the Partners, requires nine tenths in the Middle, and two-thirds at the End. *Note.* The Middle here meant is the Medium between the Partners and the very Extremity of the Mast.

*The Proportion for Ships of War, as used in his Majesty's Yard, is as follows.*

TO find the Length of the Main-mast, take half the Length of the Keel, and the Breadth of the Beam, add them together, and divide them by three, and that is your Length in Yards.

Your Fore-mast must be eight tenths of your Main-mast.

The Mizzen-mast must be two thirds of your Main-mast, if it stands upon Deck; but if in the Hold, three quarters of your Main-mast.

The Bow-sprit must be eight ninths of your Fore-mast.

The Main-top-mast, three fifths of your Main-mast.

The Main-top-gallant-mast, half of your Main-top-mast.

The Fore-top-mast, three fifths of your Fore-mast.

The Fore-top-gallant-mast, half of your Fore-top-mast.

The Mizzen-top-mast, three fifths of your Mizzen-mast.

TO find the Length of your Main-yard, take thrice the Breadth of your Beam and a half, add them together, and divide by three; and that gives you the Length in Yards.

The Main-top-sail-yard, half your Main-yard.

The Main-top-gallant-yard, half of your Main-top-sail-yard.

The Fore-top-sail-yard, half of your Fore-yard.

The Fore-top-gallant-yard, half of your Fore-top-sail-yard.

The Cross-jack-yard, must be the Length of your Main-top-sail-yard.

**OF RIGGING a SHIP.***Rigging for the Fore-mast.*

**T**WO thirds of the Length of the Mast is the Length of the Shrouds; and afterwards give Allowance as they rise upon the Head of the Mast.

Half the Length of the Shroud is the Length of the Pendants; if double, two thirds.

The Length of the Mast is the Length of the Stay.

Thrice the Length of the Shrouds is the Length of the Lifts.

Three Times the Length of the Shrouds is the Length of the Clew-garnets.

Twice the Length of the Mast from the Deck to the Cross-tree, is the Length of the Bunt-lines.

Legs, Horses, one Length and a fifth of the Yard.

Twice the Length of the Main-yard is the Length of the Leech-lines.

Twice the Length of the Main-yard for the Braces Parrel-rope, two thirds of the Yard.

Two and a half the Length of the Main-yard for the Fore-sheets.

Four Times the Length of the Mast is the Length of the Jeers.

Twice the Length of the Main-yard is the Length of the Bunt-lines; and the same Length for the Top-sail-sheet.

*Rigging for the Main-mast.*

The Length of the Shrouds is the Length of the Pendants; if double, two thirds of the Shrouds.

Two thirds the Length of the Mast, is the Length of the Shrouds.

The Length of the Mast, and one eighth Part of the Length of the Mast, is the Length of the Stay.

Four  
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Four Times the Length of the Mast, from the Deck to the Cross-trees, is the Length of the Jeers; if four-fold Jeers, five Times.

A Length and an half of the Main-yard, is the Length of the Studding-sail Hallyards.

Two Lengths and two thirds of the Main-mast, is the Length of the Stay-sail Hallyards.

Horses one Length and one third of the Yard.

Parrel-ropes two thirds of the Yard.

Three Times the Length of the Main yard, is the Length of the Lifts.

Twice and an half the Length of the Main-yard, is the Length of the Braces.

The Length of the Main-yard, is the Length of the Bow-lines.

Twice and a half the Length of the Main-yard, is the Length of the Clew-garnet.

Bunt-lines must be four Times the Length of the Mast for Falls and Legs.

Twice the Length of the Main-yard is the Length of the Leech-lines.

The Length of the Main-yard is the Length of the Backs; Runners must be the same Length.

Twice and a half the Length of the Main-yard, is the Length of the Sheets.

Twice the Length of the Mast, is the Length of the Tack-line.

Twice the Length of the Main-yard, is the Length of the Top-sail Sheets.

Twice the Length of the Mast, is the Length of the Tack-line.

*Rigging for the Mizzen-mast.*

Four Times the Length of the Mast, from the Deck to the Cross-tree, is the Length of the Hallyard.

Twice the Length of the Mast, from the Deck to the Cross-tree, is the Length of the Brails.

The

The Length and one third of the Yard, is the Length of the Sheet.

The Tacks about three Fathom.

The Length of the Mast is the Length of the Shrouds.

Half the Shrouds is the Length of the Pendants.

The Length of the Main-yard, is the Length of the Burton-fall.

The Length of the Mast is the Length of the Stay, wanting the Length of the Head of the Mast, if it sits in the Hold.

The Length of the Cross-jaek-yard, is the Length of the Bow-lines.

*Rigging for the Fore-top-mast.*

One-third the Length of the Shrouds, is the Length of the Pendants.

Once the Length of the Mast, is the Length of the Shrouds.

Once the Length of the Fore-yard, is the Length of the Burtons.

Pendants of the Burtons, half the Length of the Top-sail-yard; and Falls for them twice the Length of the Yard.

Twice and an half the Length of the Fore-yard is the Length of the Lifts.

Thrice the Length of the Yard is the Length of the Clew-line.

Twice and an half the Length of the Fore-yard, is the Length of the Braces.

Twice the Length of the Fore-yard, is the Length of the Bow-lines.

Twice the Length of the Fore-top-sail-yard, is the Length of the Leech-lines.

Once the Length of the Top-mast, is the Length of the Tye.

Once and an half the Length of the Fore-yard, is the Length of the Runners.

Thrice

Length Thrice the Length of the Fore-yard, is the Length of the Hallyards.

Shrouds Once and one third the Length of the Mast, is the Length of the Stay.

ts. Once and an half the Length of the Fore-yard, is the Length of the Back-stays.

h of the Twice the Length of the Fore-yard, is the Length of the Bunt-lines.

he Stay Rigging for the Main-top-mast.

f it Length Half the Length of the Shrouds, is the Length of theendants.

Length Once the Length of the Mast, is the Length of the Shrouds.

Once and an half the Length of the Mast, is the Length of the Stay.

Length Twice and an half the Length of the Main-yard, is the Length of the Braces.

he Top One-third of the Length of the Main-yard, is the Length of the Burtons; Pendants of the Burtons, half Length of the Top-sail-yard; and Falls for Burtons two Lengths and one third of the Main-yard.

rd is the Twice and an half the Length of the Main-yard, is the Length of the Lifts.

h of the Twice the Length of the Main-yard, is the Length of the Bunt-lines.

d, is the Thrice the Length of the Main-yard, is the Length of the Clew-lines.

Length Once the Length of the Top-mast-shrouds, is the Length of the Tye.

, is the Once the Length of the Main-yard, is the Length of the Runners.

Length Three Times the Length of the Main-yard, is the Length of the Hallyards.

, is the Twice the Length of the Top-sail-yard, is the Length of the Leech-lines.

Thrice Twice

Twice the Length from the Deck to the Houuds, is the Length of the Bunt-lines.

Once and one fourth the Length of the Main-shrouds is the Length of the Top rope.

Four Times the Length of the Main-mast, is the Length of the Top-rope-fall.

One third of the Top-fail-yard, is the Length of the Pendants for Braces.

Once and an half the Length of the Yard, is the Length of the Back-stays.

*Rigging for the Mizzen-top-mast.*

One third of the Shrouds, is the Length of the Pendants.

The Length of the Mast from the Cross-trees to the Heel, the Length of the Shrouds.

Once and an half the Length of the Mast, is the Length of the Stay.

Three Times the Length of the Mast, is the Length of the Lifts.

Once and one-third of the Length of the Mizzen-yard is the Length of the Braces.

Once and an half the Length of the Cross-jack-yard is the Length of the Bow-lines.

Twice and an half the Length of the Cross-jack-yard is the Length of the Cross-jack-braces; if double, two Lengths and an half of the Mizzen-yard.

Twice and an half the Length of the Cross-jack-yard is the Length of the Sheets.

Twice and an half the Length of the Cross-jack-yard is the Length of the Clew-lines.

Once and two-thirds the Length of the Mizzen-yard is the Length of the Hallyards.

Once the Length of the Top-mast, from the Cross-trees to the Heel, is the Length of the Tye.

*Rigging for the Fore-top-gallant-mast.*

Once the Length of the Mast, from the Cross-trees to the Feed-hold, is the Length of the Shrouds.

Once and an half the Length of the Fore-yard, is the Length of the Stay.

Three Times the Length of the Mast is the Length of the Lifts.

Twice and an half the Length of the Fore-yard, is the Length of the Braces.

Twice and an half the Length of the Fore-yard, is the Length of the Bow-lines.

Twice and an half the Length of the Fore-yard, is the Length of the Hallyards.

*Rigging for the Main-top-gallant-mast.*

Once the Length of the Mast, from the Cross-trees to the Heel, is the Length of the Shrouds.

Two Lengths and one fourth of the Top-mast-shrouds, is the Length of the Stay.

Thrice the Length of the Top-gallant-mast, is the Length of the Lifts.

Once the Length of the Yard is the Length of the Trel-rope.

Twice the Length of the Main-yard, is the Length of the Braces.

Twice the Length of the Main-yard, is the Length of the Bow-lines.

The Length of the Mast is the Length of the Tye.

Twice and one fourth the Length of the Main-yard, is the Length of the Hallyards; if single, one Length and two thirds of the Main-yard.

Twice the Length of the Main-yard, is the Length of the Top-rope.

*For the Sprit-sail-yard.*

Three Times the Length of the Yard, is the Length of the Hallyards.

Three Times the Length of the Yard, is the Length of the Lifts.

Twice the Length of the Yard, gives the Length of the Clew-lines.

Twice the Length of the Fore-yard, is the Length of the Braces.

Twice the Length of the Yard, is the Length of the Bunt-lines.

For the Sheets, thrice the Length of the Yard; and for the Pendants, one third of the Yard.

*For the Sprit-sail-top-mast.*

The Length of the Mast from the Heel to the Cross-trees, is the Length of the Shrouds.

Thrice the Length of the Mast is the Length of the Hallyards.

Thrice the Length of the Mast is the Length of the Lifts.

Twice the Length of the Sprit-sail-yard, is the Length of the Clew-lines.

Twice the Length of the Sprit-sail-yard, is the Length of the Braces.

Twice the Length of the Top-sail-yard, is the Length of the Crane-lines.

The Pendant of the Crane-line is half of the Mast.

Once the Length of the Mast is the Length of the Tye.

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Number, Weight, and Size of *ANCHORS*  
and *CABLES* for a Ship of each Class.

			Anchors.		Cables.	
			N <sup>o</sup>	Weight of each C. Q. lb.	N <sup>o</sup>	Size of each Inches
	Guns.					
	100	5		77 3 0	9	23 $\frac{1}{2}$
	Stream	1		20 0 0	1	14
	Kedge	1		10 0 0		
	90	5		71 3 0	9	22 $\frac{1}{2}$
		1		17 0 0	1	13 $\frac{1}{2}$
		1		9 2 0		
	80	4		65 3 0	8	21 $\frac{1}{2}$
		1		16 0 0	1	13
		1		8 2 0		
	70	4		56 2 0	7	20 $\frac{1}{2}$
		1		14 0 0	1	12 $\frac{1}{2}$
		1		7 2 0		
	60	4		51 2 0	7	19 $\frac{1}{2}$
		1		12 0 0	1	11 $\frac{1}{2}$
		1		6 2 0		
	50	4		46 2 0	7	18 $\frac{1}{2}$
		1		11 2 0	1	11
		1		6 0 0		
	40	4		37 3 0	7	17
		1		9 2 0	1	10
		1		5 0 0		
	24	4		29 1 0	6	15
		1		6 2 0	1	8 $\frac{1}{2}$
		1		3 0 0		
		3		15 0 0	5	13
		1		7 0 0	1	8
		1		3 2 0		

*A CORDAGE TABLE, shewing how many Fathoms Feet and Inches of a Rope of any Size under Inches, make a hundred Weight; with the Construction of the Table, and Rules to calculate the Weight of Ropes to any larger Circumference.*

I.	F.	F.	I.	I.	F.	F.	I.	I.	F.	F.	I.
1	486	0	0	6	13	3	0	11	4	0	
$\frac{1}{4}$	311	0	2	$\frac{1}{4}$	12	2	7	$\frac{1}{4}$	3	5	
$\frac{1}{2}$	216	0	0	$\frac{1}{2}$	11	3	0	$\frac{1}{2}$	3	4	
$\frac{3}{4}$	158	4	1	$\frac{3}{4}$	10	4	0	$\frac{3}{4}$	3	3	
2	121	3	0	7	9	5	6	12	3	2	
$\frac{1}{4}$	96	0	0	$\frac{1}{4}$	9	1	5	$\frac{1}{4}$	3	1	
$\frac{1}{2}$	77	4	6	$\frac{1}{2}$	8	3	7	$\frac{1}{2}$	3	0	
$\frac{3}{4}$	64	1	7	$\frac{3}{4}$	8	0	6	$\frac{3}{4}$	2	5	
3	54	0	0	8	7	3	6	13	2	5	
$\frac{1}{4}$	46	0	0	$\frac{1}{4}$	7	0	10	$\frac{1}{4}$	2	4	
$\frac{1}{2}$	39	4	0	$\frac{1}{2}$	6	4	4	$\frac{1}{2}$	2	4	
$\frac{3}{4}$	34	3	4	$\frac{3}{4}$	6	2	1	$\frac{3}{4}$	2	3	
4	30	2	3	9	6	0	0	14	2	2	
$\frac{1}{4}$	26	5	5	$\frac{1}{4}$	5	4	1				
$\frac{1}{2}$	24	0	0	$\frac{1}{2}$	5	2	3				
$\frac{3}{4}$	21	3	2	$\frac{3}{4}$	5	0	8				
5	19	2	7	10	4	5	1				
$\frac{1}{4}$	17	3	9	$\frac{1}{4}$	4	3	9				
$\frac{1}{2}$	16	0	4	$\frac{1}{2}$	4	2	5				
$\frac{3}{4}$	14	4	2	$\frac{3}{4}$	4	1	2				
6	13	3	0	11	4	0	1				

*The Use of the Cordage-Table.*

THE Letters *I. F. F. I.* at the Top of the Table signifies *Inches, Fathoms, Feet and Inches*. The first column being the Girt or Circumference of the Rope in Inches and Quarters, and the other three the Fathoms, Feet and Inches that make up an hundred Weight of such a Rope. One Example will make it plain.

Suppose I desire to know how much of a 7 Inch Rope will make an Hundred Weight; find 7 in the fifth column under *I.* or *Inches* Girt of the Rope, and against that, in the sixth, seventh, and eighth Columns, you find 9 | 5 | 6; which shews, that (in a Rope of 7 Inches) 9 Fathom, 5 Foot, and 6 Inches, is required to make an Hundred Weight: And so in a 9 Inch Rope, 6 Fathom makes an Hundred Weight: And in a 12 Inch Rope, 54 Fathom makes an Hundred Weight, &c.

*The Construction of this TABLE is from hence.*

A Rope of 1 Inch about, requires 486 Fathom to make up an Hundred Weight; and, as the superficial Content of all Circles are in Proportion to the Squares of their Diameters, (and consequently to the Squares of their Circumferences) it will follow, that as a Rope of 1 Inch in Circumference, whose Square is also 1, has 486 Fathom to an Hundred Weight; 486 divided by the Square of the Circumference, or Girt of any other Rope, the Quotient will give the Number of Fathoms in an Hundred Weight: As for Example, In a 9 Inch Rope, 9 Times 9 is 81, by which divide 486, the Quotient is 6 Fathoms is an Hundred Weight: And so for a 3 Inch Rope, 3 Times 3 is 9, by which divide 486, the Quotient is 54 Fathom to an Hundred Weight, as in the Table; and where there is a Fraction in the Division, it may be reduced to Feet and Inches; 6 Feet being a Fathom, and 12 Inches a Foot.

A TABLE shewing the Weight of any Cable or Rope of 120 Fathom in Length, and for every half Inch from 3 Inches to 24 in Circumference.

I.	C.	Q.	I.	C.	Q.
3	2	1	14	49	0
3½	3	0	14½	52	2
4	4	0	15	56	1
4½	5	0	15½	60	0
5	6	1	16	64	0
5½	7	2	16½	68	0
6	9	0	17	72	1
6½	10	2	17½	76	2
7	12	1	18	81	0
7½	14	0	18½	85	2
8	16	0	19	90	1
8½	18	0	19½	95	0
9	20	1	20	100	0
9½	22	2	20½	105	0
10	25	0	21	110	1
10½	27	2	21½	115	2
11	30	1	22	121	0
11½	33	0	22½	126	2
12	36	0	23	132	1
12½	39	0	23½	138	0
13	42	1	24	144	0
13½	45	2			

I chose to instance in a Cable of the Length above-mentioned, because Yards set at 200 Fathom will, in the laying a Cable, work up shorten to 120 Fathom; Cable-layers Ropes working about two Parts five, but if it is half Cable, or a Part of a Cable of any other Length, the Weight of 120 Fathom being found by the Table, the Weight of any less Part is easily found in Proportion to its Length.

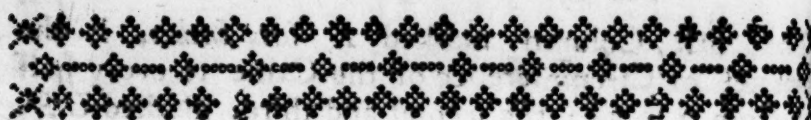
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*The Use of the TABLE.*

The first Column marked *I.* for *Inches*, is the thickness or Circumference of the Cable to every half inch from 3 to 24; the second and third, marked *C. Q.* for *Hundreds* and *Quarters*, are the Hundreds and Quarters that it will Weigh if 120 Fathom in Length. As for Instance, suppose a Cable of fourteen Inches and an half; look against  $14\frac{1}{2}$  in the fourth Column, and you find against it in the other Columns 52 | 2; which shews that 120 Fathom of Cable of 14 Inches and a half about, will weigh 52 Hundred 2 Quarters, or 52 Hundred and 2 Quarters; and so in others. And any of a lesser Length will weigh in Proportion.

The Construction of this Table is from hence, that all Cables are solid Bodies, and may properly come under the Denomination of Cylinders; and as such the Weight of Cables of any determinate Length will be in Proportion to the Squares of their Circumferences. From this Foundation and Experience has formed this general brief Rule, viz. *Multiply the Thickness of Cable by itself, and one Fourth of that Product is the Weight of 120 Fathom.* As for Instance; suppose a Cable of 12 Inches, 12 Times 12 is 144, the Quarter of which is 36, the Weight of 120 Fathom of a Cable of 12 Inches; as you see in the Table.

*Note,* This Table gives the utmost Weight of Cables of the Length and Size proposed, and something, tho' inconsiderably, differs from the foregoing. As for Instance; in the foregoing Table, 6 Fathom of a 9 Inch Rope makes an Hundred Weight, and consequently 120 Fathom should be just 20 Hundred Weight, but in this it makes 20 Hundred and 1 Quarter; but the Difference is inconsiderable, and the Cables never exceed the Weight here proposed.



A

# L I S T

O F

## His Majesty's Royal Navy

Three First Rates, 850 Men,  
100 Guns.

	Guns
<b>B</b> RITANNIA	100
Royal George	100
Victory	100

Fifteen Second Rates, 750  
Men.

Barfleur	90
Blenheim	90
Duke	90
Prince George	90
St. George	90
London	90
Namur	90
Neptune	90

	Guns
Ocean	90
Prince	90
Queen	90
Prince Royal	100
Sandwich	90
Union	90
Royal William	84

Ninety-two Third Rates, 700  
highest, 480 lowest Number of Men.

Princess Amelia	80
Cambridge	80
Foudroyant	80
Newark	80
Ajax	74
Albion	74

Arrog

Guns			Guns		
Arrogant	74	—	Thunder	74	—
Athlona	74	—	Tiger	74	<i>Sp.</i>
Canada	74	—	Torbay	74	—
Centaur	74	<i>Fr.</i>	Triumph	74	—
Cornwall	74	—	Valiant	74	—
Courageaux	74	<i>Fr.</i>	Prince of Wales	74	—
Culloden	74	—	Warspright	74	—
Defence	74	—	Boyne	70	—
Dragon	74	—	Buckingham	70	—
Dublin	74	—	Burford	70	—
Edgmont	74	—	Chichester	70	—
Elizabeth	74	—	Dorsetshire	70	—
Game	74	—	Northumberland	70	—
Grafton	74	—	Orford	70	—
Hercules	74	—	Swiftsure	70	—
Hero	74	—	Vanguard	70	—
Infanta	74	<i>Sp.</i>	Devonshire	70	—
Invincible	74	—	Lancaster	70	—
Levi	74	—	Africa	64	—
Lennox	74	—	St. Albans	64	—
Magnanime	74	<i>Fr.</i>	St. Antonia	64	<i>Sp.</i>
Magnificent	74	—	St. Ann	64	<i>Fr.</i>
Marlboro'	74	—	Alcide	64	<i>Fr.</i>
Mars	74	—	Ardent	64	—
Monarch	74	—	Asia	64	—
Moro	74	<i>Sp.</i>	Augusta	64	—
Norfolk	74	—	Billiqueux	64	<i>Fr.</i>
Royal Oak	74	—	Bell Isle	64	<i>Fr.</i>
Stamillies	74	—	Bienfaisant	64	<i>Fr.</i>
Resolution	74	—	Captain	64	—
Ross	74	<i>Sp.</i>	Edinburgh	64	—
Robust	74	—	Effex	64	—
Russell	74	—	Europe	64	—
Sherbury	74	—	Exeter	64	—
Soverano	74	<i>Sp.</i>	Prince Frederick	64	—
Suffolk	74	—	Hampton Court	64	—
Superb	74	—	Intrepid	64	—
Tamerare	74	<i>Fr.</i>	Modeste	64	<i>Fr.</i>
Terrible	74	—	Monmouth	64	—
Arrogant					Nassau

	Guns
Nassau	64
Prudent	64
Revenge	64
Raisable	64
Somerfet	64
Trident	64
Worcester	64
Yarmouth	64

*Thirty-seven Fourth Rates,  
biggest, 420 lowest Num-  
ber of Men 350.*

Achilles	60
America	60
Anson	60
Conquestadore	60 Sp.
Canterbury	60
Dreadnought	60
Dunkirk	60
Edgar	60
Firm	60
St. Florentine	60 Fr.
Jersey	60
Medway	60
Montague	60
Nottingham	60
Prince of Orange	60
Panther	60
Pembroke	60
Rippon	60
Weymouth	60
Windfor	60
York	60
Anthelope	50
Assistance	50
Bristol	50
Chatham	50
Centurion	50

	Guns
Colchester	50
Falkland	50
Guernsey	50
Portland	50
Preston	50
Rocheſter	50
Romney	50
Salisbury	50
Sutherland	50
Warwick	50
Wincheſter	50

*Forty-one Fifth Rates, 2  
biggest, 180 lowest Num-  
ber of Men.*

Enterprise	44
Launceſton	44
Phenix	44
Rainbow	44
Danae	38 Fr.
Brilliant	36
Pallas	36
Venus	36
Adventure	32
Alarm	32
Arethufa	32 Fr.
Aurora	32
Blonde	32 Fr.
Boxton	32
Boulogne	32 Fr.
Brune	32 Fr.
Creſcent	32 Fr.
Diana	32
Emerald	32
Eolus	32
Flora	32 Fr.
Glory	32
Jaſon	32

	Guns
uno	32
ark	32
owestoffe	32
Minerva	32
Montreal	32
tiger	32
earl	32
uebec	32
epulfe	32 Fr.
ichmond	32
aphire	32
outhampton	32
ag	32
ames	32
weed	32
esta	32
inchelsea	32
adlow Castle	24
Forty-three Sixth Rates, 220	
highest, 70 lowest Num-	
ber of Men.	
known	30 Fr.
tive	28
quilon	28
go	28
arias	28
rysfort	28
erberus	28
ventry	28
ardalupe	28
affar	28
vant	28
verpool	28
ard	28
idstone	28
ermaid	28
lford	28

	Guns
Solebay	28
Tartar	28
Unicorn	28
Dolphin	24
Echo	24
Fowey	24
Garland	24
Hind	24
Nightingale	24
Seahorse	24
Sheerness	24
Sphinx	24
Success	24
Surprise	24
Aldbrough	22
Deal Castle	20
Flamborough	22
Gibraltar	20
Glasgow	20
Kennington	20
Lively	20
Mercury	20
Rose	20
Scarborough	22
Seaford	20
Squirrell	20
Royal Charlotte	10

Forty-one Sloops.

Merlin	18
Pomona	18 Fr.
Favourite	16
Nautilus	16
Tamer	16
Weazle	16
Beaver	14
Dispatch	14
Escorte	14 Fr.

Ferrett

	Guns
Ferrett	14
Fortune	14
Hornett	14
Hound	14
Jamaica	14
Martin	14
Otter	14
Senegall	14
Swallow	14
Swan	14
Swift	14
Tryal	14
Vulture	14
Alderney	10
Bonetta	10
Diligence	10
Druid	10
Hawk	10
Hunter	10
Lynx	10
Spy	10
Viper	10
Zephyr	10
Cruizer	8
Fly	8
Hazard	8
Peggy	8
Ranger	8
Savage	8
Speedwell	8
Wasp	8
Wolf	8

## Seven Bombs.

	Car.	Sw.
Blast	8	14
Carcafs	8	14
Infernal	8	14

	Car.	Sw.
Mortar	8	
Racehorse	8	
Terror	8	
Thunder	8	

## Fire Ship.

	Guns
Grampus	88

## Three Store Ships.

	Car.	Sw.
Crown	24	
Experiment	10	
Florida		

## Thirty-three Cutters.

	G.	S.
Anson	6	
Alarm	6	
Boscawen	4	
Charlotte	4	
Cholmondley	4	
Endeavour	4	
Esther	6	
Ferrett	6	
Folkstone	6	
Fly	4	
Friendship	4	
Prince George	4	
Goodwill	4	
Greyhound	4	
Grace	6	
Hector	4	
Hornett	6	
Lord Howe	6	
Hunter	4	

ar. S  
8  
8  
8  
8  
uns  
88  
ips.  
Car.  
24  
Sw.  
10

Guns Sw.

ite	4	10
laurel	0	8
ion	4	8
urcher	6	8
ecklingburgh	6	10
erideth	6	10
eraining Star	4	8
herborne	6	8
oy	4	8
wift	4	8
artuffe	6	12
Wells	6	8
Winchelsea	4	8
Duke William	4	8

Six Large Yachts.

Guns

G. S	Augusta	8	—
6	Catherine	8	—
6	Orfet	14	Sw.
4	Abbs	8	Guns
4	Mary	10	Sw.
4	William and Mary	10	—

Five Small Yachts.

6	Olton	6	Guns
4	Natham	6	—
4	Portsmouth	6	—
4	Plymouth	6	—
4	Queenborough	6	—

A SUMMARY.

First Rates	3
Second Rates	15
Third Rates	92
Fourth Rates	37
Fifth Rates	41
Sixth Rates	43
Sloops	41
Bombs	7
Fire Ship	1
Store Ships	3
Cutters	33
Yachts Large	7
Yachts Small	5

In all 328

Besides Hoys, Hulks, Transports, Smacks, Tenders, Schooners, Sloops on Survey, and several New Ships at this Time building.

*An ESTABLISHMENT of SEA-WAGES  
and of the Number of OFFICERS allowed  
to His MAJESTY'S SHIPS.*

	Per Diem
	l. s.
1. <b>T</b> HE Pay of the Admiral and Com- mande, in Chief of the Fleet, is } 5 0	
Of an Admiral _____	3 10
Of a Vice-Admiral _____	2 10
Of a Rear-Admiral _____	1 15

2. The first Captain to the Admiral and Command in Chief of the Fleet shall have the Pay of a Rear-Admiral. The second Captain to the said Admiral, and the Captains to other Admirals, shall be allowed the Pay of Captain of a first Rate.

3. The Captains to Vice-Admirals shall be allowed the Pay of a second Rate, and the Captains to Rear-Admirals the Pay of a Third Rate. But if a Vice or Rear Admiral serves in a Ship of the First or Second Rate, the Captain shall have the proper Pay of a Ship.

4. Flag-Officers are to give Certificates to their Captains of the Number of Days they have served under them, that they may be paid accordingly.

5. Pay of the Secretaries or Clerks of Flag-Officers for themselves, under Clerks, the Physicians, &c.

To the Secre- tary of	The Admiral of the Fleet <i>per Ann.</i>	300 0
	The Admiral of the White or Blue commanding in Chief	200 0
	A Vice or Rear-Admiral com- manding in Chief _____	150 0
	A Commadder in Chief with a Captain under him _____	100 0

# The Seaman's Vade-Mecum.

25

l. s. d.

to the	{ The Admirals of the White and Blue not having the chief Command——— }	100	0	0
clerks of				
	Vice and Rear Admirals	50	0	0
to the	Physician, when any, <i>per Day</i> ———	1	0	0
to the	Deputy-Treasurer, when any———	0	6	8
to a	Deputy Judge-Advocate, when			
Court-Martial require his Assistance	{ per Day, during the Time the Court subsists ——— ——— ——— }	0	8	0
to a	Provost-Marshal in the like Case ———	0	4	0
to a	School Master, the Pay of a Mid- shipman according to the Rate, and	20	0	0
per Year	——— ——— ——— }			

6. The Wages of other Officers and of Seamen, with  
Number of Officers allowed to a Ship of each Rate,  
settled as follows :

D

Officers

A T A B L E of the Officers Titles, Number, and Wages in each Rate, according to the present Establishment, per Month of 28 Days.

O F F I C E R S.	N <sup>o</sup> . 1st Rate	N <sup>o</sup> . 2d Rate	N <sup>o</sup> . 3d Rate	N <sup>o</sup> . 4th Rate	N <sup>o</sup> . 5th Rate	N <sup>o</sup> . 6th Rate
Captains	1 28 0 0	1 22 8 0	1 18 18 0	1 14 0 0	1 11 4 0	1 8 8 0
Lieutenants	6 7 0 0	6 7 0 0	4 5 12 0	3 5 12 0	3 5 12 0	1 5 12 0
Masters	1 9 2 0	1 8 8 0	1 6 6 0	1 5 12 0	1 5 2 8	1 4 0 0
2d D <sup>o</sup> and Pilot of the Yatchs	0 3 10 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Masters Mates	6 3 6 0	4 3 0 0	3 2 16 2	2 2 7 10	2 2 2 0	2 2 2 0
Midshipmen	24 0 0	24 0 0	16 1 17 6	1 13 9	6 1 10 0	4 1 10 0
Schoolmasters	0 0 0 0	0 0 0 0	1 1 17 6	1 13 9	1 1 10 0	0 0 0 0
Captains Clerks	1 2 5 0	1 2 0 0	1 1 17 6	1 13 5	1 1 10 0	1 1 10 0
Quarter Masters	8 1 15 0	8 1 15 0	6 1 12 0	4 1 10 0	3 1 8 0	2 1 6 0
Quarter Masters Mates	6 1 10 0	6 1 10 0	4 1 8 0	4 1 8 0	3 1 5 0	2 1 5 0
Boatwains	1 4 0 0	1 3 10 0	1 3 0 0	1 2 10 0	1 2 5 0	1 2 0 0
Boatwains Mates	4 1 15 0	4 1 15 0	2 1 12 0	2 1 10 0	1 1 8 0	1 1 6 0
Yeomen of the Sheets	4 1 12 0	4 1 10 0	4 1 8 0	2 1 8 0	2 1 6 0	1 1 6 0
Cockswains	1 1 12 0	1 1 10 0	1 1 8 0	1 1 8 0	1 1 6 0	1 1 6 0
Master Sailmakers	1 1 15 0	1 1 15 0	1 1 15 0	1 14 0	1 1 12 0	1 1 12 0
Sailmakers Mates	1 1 8 0	1 1 8 0	1 1 8 0	1 1 8 0	1 1 8 0	1 1 8 0
Sailmakers Crew	2 1 5 0	2 1 5 0	2 1 5 0	2 1 5 0	1 1 5 0	1 1 5 0

Gunnery	1 4 0 0	1 2 10 0	1 1 10 0	1 1 10 0	1 1 10 0	1 1 10 0
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Master Sailmakers	1	4	0	1	3	10	1	3	0	1	2	10	1	2	10	1	2	5	1	2	0	1	1	5	0
Sailmakers Mates	4	1	15	4	1	15	2	1	12	1	1	10	1	1	8	1	1	8	1	1	6	1	1	6	0
Sailmakers Crew	2	1	15	2	1	15	2	1	12	1	1	10	1	1	8	1	1	8	1	1	6	1	1	6	0
	0	1	6	0	1	6	0	1	5	0	0	1	5	0	1	5	0	1	5	0	1	5	0	1	5
Gunnery	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	0
Gunnery Mates	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	0
Yeomen of the Powder-room	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	0
Quarter Gunner 1 to 4 Guns	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	0
Armourers	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	0
Gunsmiths	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	0
Carpenters	1	4	0	1	3	10	1	3	0	1	2	10	1	2	10	1	2	5	1	2	0	1	1	10	0
Carpenters Mates	2	2	0	2	2	0	1	1	16	1	1	14	1	1	14	1	1	12	1	1	10	1	1	10	0
Carpenters Crew	12	1	6	10	1	6	8	1	5	0	6	1	5	0	5	1	5	0	4	1	5	1	5	0	0
Purifiers	1	4	0	1	3	10	1	3	0	1	2	10	1	2	10	1	2	5	1	2	0	1	1	0	0
Stewards	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	0
Stewards Mates	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	0
Cooks	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	0
Surgeons	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	0
Surgeons first Mates	5	2	10	4	2	10	3	2	10	3	2	10	3	2	10	2	2	10	1	2	10	1	2	10	0
Dirto second Mates	5	2	10	4	2	10	3	2	10	3	2	10	3	2	10	2	2	10	0	0	0	0	0	0	0
Ditto 3d, 4th, and 5th Mates	5	1	10	4	1	10	3	1	10	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
Master at Arms	1	2	5	1	2	0	1	1	17	0	1	13	9	1	10	1	1	10	1	1	10	1	1	10	0
Corporals	2	1	15	2	1	12	2	1	10	2	1	10	2	1	10	2	1	8	1	1	8	1	1	6	0
Trumpeters	1	1	10	1	1	8	1	1	5	1	1	5	1	1	5	1	1	5	1	1	5	1	1	4	0

D 2

Rice

Fire-Ships at 5th Rates Pay.	Hospital Ships at 5th Rates Pay.	Store Ships at 5th Rates Pay.	Sloops, of 100 to 60 Men, at 6th Rates Pay.	Bomb Ves- sels and Sloops of 50 to 40 Men, ditto.	Yachts of 50 Men. ditto Pay.	Yachts of 40 to 30 Men. ditto.
N <sup>o</sup> . Officers.	N <sup>o</sup> . Officers.	N <sup>o</sup> . Officers.				
1 Captain	1	1	1	1	1	1
1 Lieutenant	0	1	1	0	0	0
1 Master	1	1	0	0	0	0
1 Master's Mate	1	1	1	1	0	0
2 Midshipmen	2	2	2	1	1	1
1 Captain's Clerk	1	1	1	1	1	1
2 Quarter-Masters	2	2	2	1	1	1
1 Quarter Master's Mate	1	1	1	0	1	0
1 Boatwain	1	1	1	1	1	1
1 Boatwain's Mate	1	1	1	1	1	1
1 Cockswain	1	1	1	0	0	0
1 Master Sailmaker	1	1	1	1	0	0
1 Sailmaker's Crew	1	1	1	0	0	0
1 Gunner	1	1	1	1	1	1
1 Gunner's Mate	1	1	1	1	1	1
1 Yeoman of the Powder-room	1	1	1	0	1	0
Quarter Gunners	0	2	1	0	1	0

Fire-Ships. at 5th Rates Pay.	Ships at 5th Rates Pay.	Ships at 5th Rates Pay.	100 to 60 Men, at 6th Rates	Sels and Sloops of 50 to 40 Men.	Yachts of 50 Men.	Yachts of 40 to 30 Men.
N <sup>o</sup> . Officers.						



7. Flag-Officers are to commence Pay from the Date of their Commissions or Orders to repair to their Squadrons, and continue in Pay to the Day that they strike their Flag by Order, or that it is signified to them, the Expedition is ended.

8. Captains and Lieutenants are to commence Pay from the Date of their Commissions, unless they are appointed in the Place of an Officer removed, who is to enjoy his Pay, until he is relieved by his Successor.

9. A Lieutenant succeeding to the Command of the Ship, upon the Death of the Captain in Foreign Parts is to receive the Pay and Allowances of the Captain, until he is superceded by another Captain appointed to command her.

10. All Commissions to Captains and Lieutenants are to be entered in the Navy-Office.

11. Commission or Warrant-Officers quitting their Employments Abroad, without such Reasons as shall be satisfactory to the Lord High-Admiral, or Lords Commissioners of the Admiralty, will be dismissed from the Service.

*Of the Number of Men, or Servants allowed to Officers.*

**W**HEN the Lord High-Admiral goes to Sea in Person, there is allowed him such a Number of Men, or Servants, above the Complement of the Ship, as he thinks proper, in regard to the Dignity of his Office.

2. The Admiral and Commander in Chief of the Fleet is allowed \_\_\_\_\_ }

Admirals \_\_\_\_\_

Vice-Admirals \_\_\_\_\_

Rear-Admirals \_\_\_\_\_

# The Seaman's Vade-Mecum.

31

3. Out of which Number there may be borne on the Ship's Books, as Servants, viz.

Servants

To the Admiral and Commander in Chief of the Fleet } 16

To Admirals } 12

To Vice and Rear-Admirals } 10

4. There is allowed to the Captain of every Ship four Servants in every Hundred Men of the Complement. To a Lieutenant, Master, Second Master, Purser, Surgeon, Chaplain, and Cook, in all Ships down to 60 Men inclusive, each one Servant. And to the Boatswain, Gunner, and Carpenter, in all Ships down to 100 Men inclusive, each two Servants.

5. The Allowances of Men or Servants to Flag-officers, are to be reckoned over and above the Complement of the Ship; but the Servants of Captains, and other Officers, are to be included in it.

6. No Servants is allowed to any Officer of the Ship's Books, who is under thirteen Years of Age, unless he be the Son of the Officer, and he not to be under seven.

7. No Servants are allowed to such Warrant-Officers, who, by the Constitution of the Navy, are standing in the Ship, and are allowed Servants in Ordinary, but who are bound to them by Indenture for at least five Years, the said Indenture to be inrolled in the Navy-Office.

8. All Officers are directed to confirm themselves to these Regulations; and not by Misratings, or collusive powers, to receive the Wages of any more than their proper Servants,

## OF TABLE MONEY.

THE Admiral and Commander in Chief of the Fleet is allowed twenty Shillings a Day for his table, both in Home and Foreign Voyages.

2. Ad-

2. Admirals, and Vice-Admirals, are allowed the same Table-Money, when they command in Chief.

3. The Allowance of Table-Money to the Admiral and Commander in Chief of the Fleet, doth begin and end with the Sea-Pay; and to the others, from the Date of their Commission or Orders to command in Chief, to the Day of the Expiration of that Command.

### Of the Lord High-Admiral.

**T**HE Lord High-Admiral of *England*, is one of the great Officers of the Crown, and is entrusted with the Management of all *Maritime Affairs*, as well in Respect of Jurisdiction as Protection. He is the high Officer to whom is committed the Government of the *Royal Navy*, with Power of Decision in *Cases Maritime*, as well Civil as Criminal; of Transactions upon or beyond the Sea, in any Part of the World; all things done upon the Sea-Coast, all Ports or Havens, and upon all Rivers below the first Bridge next towards the Sea. He hath a Power to commissionate all Officers for the Sea-Service, and to grant Letters of Marque to Privateers, in Order to make Reprizals upon the Subjects of any Prince or State, against whom War is declared. To whom appertain all Penalties and Amercements of Transgressors at Sea, on the Sea-shore, and in Ports from the first Bridge on Rivers towards the Sea; also the Goods of Pirates, Felons, or Capital Faulters, Condemn'd and Outlaw'd, and all Waifs, stray Goods and Wrecks on the Sea, whether *Lagon*, *Fletson* or *Jetson*; that Goods lying in the Sea on Ground, Goods floating on the Sea, and Goods cast out by the Sea on the Shore, provided they do not appertain to the Lord of the Manor.

For the transacting of all *Maritime Affairs*, this Lord High-Admiral hath Courts of his own, whereof that at London is the Principal. In this Court, called the *Court of Admiralty*, all Proceedings are carried on, and determined by the Civil Law, because the Sea is without the Limits of the Common-Law : And for the due and regular Administration of Justice in this Court, as also for the good Government and Regulation of the *Royal Navy* in General, he hath under him a great Number of Officers of different Qualities and Degrees ; some at Sea, others at Land ; some of a Military, others of a Civil Capacity ; some Judicial, others Ministerial : So that the Dominion and Jurisdiction of the Sea, may fitly be stiled another *Common-wealth*, or *Kingdom* ; and the Lord High-Admiral of Great-Britain may fitly be stiled, or at least reputed, as a *Vice Roy* of the *Maritime Kingdom of Great-Britain*.

Between the Common-Law of England and the Admiralty, there seems to be a *Divisum Imperium*, for the Sea, so far as the Low-water Mark is observed, is counted *Infra Corpus Comitatus adjacentis*, and causes thence arising, are determinable by the Common-Law ; yet when the Sea is full, the Admiral hath Jurisdiction there also (so long as the Sea flows) over matters done between the Low-water Mark and the Sea.

Under this Court there is also a Court of Equity, for determining Difference in Mercantile Affairs.

This *High-Office* is of so great Trust and Advantage, that it is seldom granted to any single Person, unless to the Prince of the Blood ; or to some prime Nobleman, in Consideration of his eminent Services ; therefore it is generally executed by Commissioners appointed by the Crown, for the most part consisting of seven in Number, under the Title of *Lords Commissioners for executing the Office of Lord High-Admiral of Great-Britain* ; in the Appointment of whom the greatest Care

Care is taken to constitute Persons of known Integrity and sufficient Ability to discharge this grand Office from whence is derived (under His most GRACIOUS MAJESTY) the great Spring that moves the whole Machinery of *Royal-Navigation*, which is the Bulwark and Safeguard of the *British* Subjects at Home and the Envy and Terror of their Enemies Abroad.

### *Of Rank Command.*

1. **T**HE established Number of Flag-Officers of the Navy, is as follows, viz. one Admiral and Commander in Chief of the Fleet; one Admiral of the *White*, and one Admiral of the *Blue*; one Vice Admiral of the *Red*, one of the *White*, and one of the *Blue*; one Rear-Admiral of the *Red*, one of the *White*, and one of the *Blue*. And no Brevet Commissions allowed.

2. Admirals, Vice and Rear-Admirals, Captains and Lieutenants, are to rank in their respective Classes, according to the Seniority of their Commissions.

3. When there is a sufficient Number of Flag-Officers together, all Councils of War are to be held by them only. The first Captain to the Admiral of the Fleet is on such Occasions to be esteemed as a Rear-Admiral and take Place at all Councils of War, and also Courts-Martial, next to the Junior Rear-Admiral.

4. But if the Number of Flag-Officers be less than three, the Commander in Chief shall call to Council of War such of the Senior Captains as he shall in Discretion think necessary, of whom his own Captain is to be one.

5. None are to have the Rank of Captains, who have not commanded a Frigate of twenty Guns, or more.

6. Commanders of Fire-ships, Sloops, Yachts, Bomb-Vessels, Hospitals, Store-ships and other Vessels,

ough they may have commanded Ships of Post be-  
 Offi- are to be commanded by Junior Captains in Ships  
 OU Post, while they keep Company together, either in  
 ves- rt, or at Sea ; but without Prejudice to their Se-  
 is the rity afterwards.

Hom 7. When any Flag-Officer, or Captain, shall meet  
 d, Sea, or in Foreign Parts, with a Superior or Senior  
 Officer, he is to acquaint him with the Orders he is  
 der ; and if such Officers shall take upon him to give  
 n other Orders for His Majesty's Service, he must  
 ey them.

ers of 8. No superior or Senior Officer may detain a Ju-  
 admiral a, or give him any Delay, or divert him from pursu-  
 admiral his Instructions, unless it should be absolutely necessary  
 one Vic His Majesty's Service ; and in such Case he shall  
 ne of d by the first Opportunity, a Copy of the Orders he  
 the Wh given him, with his Reasons for so doing, to the  
 missions retary of the Admiralty.

ptains 9. In the Absence of the Captain of any of His Ma-  
 Classes, j's Ships, the eldest Lieutenant shall have Charge of  
 Ship, and be answerable for the Duty of the Cap-  
 . If there be no Lieutenant, the Master shall com-  
 ag-Offi- and, after him the Second Master ; but if by Loss in  
 d by the le, or other Accident, all these Officers shall be  
 f the F ating, the Command shall devolve in Succession,  
 ar-Admi- n the Boatswain, Gunner, Carpenter.

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*Of the Flag-Officer.*

**T**HE Flag-Officer, or Commander in Chief,  
 is to inform the Secretary of the Admiralty of  
 his Proceedings which relate to the Service, for the  
 information of the Lord High-Admiral, or Lord's Com-  
 moners of the Admiralty.

He is likewise to correspond with the several Pub-  
 lishes, about such Matters as relate to them, and  
 to

to send an Account to them, as well as to the Admiralty, of all Directions given by him, which concern the said Offices.

3. He is never to give Orders to any Captain to bear Supernumeraries, unless there be just Cause for it, which is to be expressed in the Body of the Order; and he is to inform the Secretary of the Admiralty when he gives such Orders, and of his Reasons for so doing.

4. When he is at Sea, he is frequently to exercise the Ships under his Command, and draw them into Lines of Battle, when the Weather is fair, and the same can be done without Interruption to the Voyage.

5. He is to visit the Ships of his Squadron or Division, and view the Men on Board, and see them mustered, as often as he shall think necessary.

6. When he is in Foreign Parts, where Naval or other Officers are established, he is to conform himself, as much as possible, to the standing Rules of the Navy, in such Directions as he shall have Occasion to give them; and never to put them upon any extraordinary Expences, unless the Service shall absolutely require the same.

7. He is never to interest himself in the Purchase of any Stores or Provisions in Foreign Parts, where there are proper Officers appointed for that Service, except there shall be an absolute Necessity to make Use of his Credit or Authority, to procure such Provisions or Stores as are wanted; but in that Case he shall not be so concerned, as to have any private Interest in the same.

### *Of Courts - Martial.*

1. **A**LL Courts-Martial are to be held, Offences tried, Sentences pronounced, and Execution of such Sentences done, according to the Article and Order

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Orders contained in an Act of Parliament, made in the Thirteenth Year of the Reign of King *Charles II.* entitled, *An Act for the Establishing Articles and Orders for the Regulating and better Government of His Majesty's Navy, Ships of War, and Forces by Sea.*

2. All General Powers for holden *Court-Martial*, in Force only during the Voyage.

3. The said Court to be assembled in the Forenoon, and in the most publick Place of the Ship, where all who will may be present; and the Captains of all His Majesty's Ships in Company (which take Post) have a right to assist there.

4. All Complaints are to be made in Writing to the Commander in Chief (unless where he shall see Cause himself to assemble the same) in which are to be set forth the Facts, Time, Place, and the Manner how they were committed. And if any Captain (entitled by his Rank to sit in the Court) be personally concerned in the Matter to be tried, he is not admitted to sit at the said Trial.

5. The Judge Advocate is to examine Witnesses on Oath, and (by Order of the Commander in Chief) send an attested Copy of the Charge, to the Party accused.

6. Every Matter in this Court is to be determined by Majority of Voices; the youngest Officer to vote first, and so proceed up to the President.

### *Of Ceremony and Respect.*

ALL Flag-Officers are to be received on board His Majesty's Ships, with a Guard under Arms, and Beat of Drum, according to the following Method, viz.

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2. For the Admiral, or Flag-Officer commanding in Chief, a March. For an Admiral, three Ruffles. For a Vice-Admiral, two. For a Rear-Admiral, one.

3. When any of the foregoing Officers pass by any of His Majesty's Ships, with their Flags at the Head of their Boats, the like Ceremony is to be observed respectively by the Ships which they pass by.

4. The first Captain to the Admiral, and Commander in Chief of the Fleet or Squadron, is to be received on Board by a Guard, without Beat of Drum.

## Of COLOURS.

1. OFFICERS are forbidden to wear any other Flag or Pendant, but what belongs to their proper Rank, except when His Majesty, or any of the Royal Family are on Board.

2. If an Officer wearing a Flag or broad Pendant, be slain in Battle, the Flag or Pendant shall not be taken in whilst the Enemy is in Sight; but Notice shall be immediately given to the Admiral who commands in Chief, and also to the Flag-Officer of the Squadron he belonged to; and when the next Commanding-Officer repairs on Board he shall leave his own Flag on Broad Pendant flying in his own Ship.

3. The Admiral of the Fleet, Admiral of the White and Blue, and Vice-Admiral of the Red, may carry their proper Flags at the Head of their Boats; but there must be a white Ball in the Flag of the Rear-Admiral of the Red: A Blue Ball for the Vice of the White: And two blue Balls for the Rear of the White: A white Ball for the Vice of the Blue: And two white Balls for the Rear of the Blue: The said Balls to be in a Canton at the upper Corner of the Flag next the Staff.

4. Merchant Ships are to wear a red Ensign with the Union Jack in a Canton, at the upper End next the

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Staff; and a white Jack with a red St. George's Cross passing quite through the same.

5. Privateers are to wear the same Ensign as Merchants Ships, and a Red Ensign with the Union-Jack in a Canton, at the upper Corner next the Staff.

6. Ships in the Service of any Publick Office, are to wear the same Ensign and Jack as Privateers, with this Addition, that in the Body of the Jack or Ensign, shall be described the Seal of the Office they belong to.

7. Merchant Ships, or Ships employed in the Service of any Publick Office, or in raising Seamen, are not to wear Pendants, or any thing that may be taken for them: And if any Ship shall wear Flags, Pendants, or Colours they have not a Right to, the Commanders of such Ships are liable to be prosecuted in the High-Court of Admiralty, and the Flags, &c. so worn may be seized.

8. All Foreign Ships riding in any of His Majesty's Ports or Roads with false Colours, are to be admonished, and if they persist therein, are liable to be put under an Arrest.

### *Of the Appointment of Officers in Foreign Parts.*

**C**OMMANDERS in Chief having Power to appoint Officers in Ships under their Command, are not to execute that Power while within the Channel.

2. None are to be preferred to Lieutenants, but such as have passed their Examination; which if not already done at the *Navy-Office*, the Commander in Chief may authorize any three of his principal Commanders to examine them; and if they have served six Years at Sea, two of the said six rated as Midshipmen or Mates, produce regular

gular Journals, good Certificates, and are not under twenty Years of Age, they may be preferred.

3. Second Masters are to be provided for first, according to their Seniority and Qualification, before any new one is made, and Commanders in Chief may appoint such of their Officers as are Members of the *Trinity-House* or if none, each of their Commanders or Masters, as they think proper, to examine Masters or Mates; and according to their Certificates may promote them to any Vacancies in the Voyage; but at their Return Home they are to be re-examined before the Corporation of *Trinity-House*.

4. Surgeons and their Mates must be examined by some of the Principal Surgeons of the Fleet or Squadron, if they have not already passed their Examination at *Surgeon's-Hall*; and must be preferred to such Ships only, as they are qualified for by their Certificate: if a Physician is in the Fleet, he shall preside at the Examination; but on their Return Home, must be re-examined before the Governors of the *Surgeon's Company*.

## OF SALUTES.

1. **W**HEN a Flag-Officer salutes the Admiral and Commander in Chief of the Fleet, he is to give him fifteen Guns; but when Captains salute him they are to give him seventeen Guns.

2. The Admiral and Commander in Chief of the Fleet is to return two Guns less to Flag-Officers, and four less to Captains.

3. Flag-Officers saluting their superior or senior Officers, are to give them thirteen Guns.

4. Flag-Officers are to return an equal Number of Guns to Flag-Officers, bearing their Flags on the same

Masts

Masses, and two Guns less to the rest, as also to Captains.

5. When a Captain salutes an Admiral of the White or Blue, he is to give him fifteen Guns; but to Vice and Rear-Admirals, thirteen Guns.

6. When a Flag-Officer is saluted by two or more of His Majesty's Ships, he is not to return the Salute till all have finished, and then to do it with such a reasonable Number of Guns as he shall judge proper.

7. In Case of the meeting of two Squadrons, the two Chiefs are only to exchange Salutes. And if single Ships meet a Squadron consisting of more than one Flag, only the principal Flag is to be saluted.

8. No Salutes are to be repeated by the same Ships, unless there has been a Separation of six Months at the least.

9. Captains are not to salute one another. A Flag-Officer commanding in Chief, upon the first hoisting of his Flag, is to be saluted by all the Ships present, with such a Number of Guns as are prescribed in the above Regulations.

10. Foreigners meeting with any of His Majesty's Ships within His Majesty's Seas, as far as *Cape Finis Terre*, are expected to take in the their Flag, and strike their Top-sail; but on Refusal are to be compelled to do so, and not suffer any Dishonour to be done to His Majesty.

11. His Majesty's Subjects are also to strike their Topsails in passing by any of His Majesty's Ships, and on Omission, the Master of such Ships is liable to be proceeded against in the *High Court of Admiralty*.

12. His Majesty's Ships are not to strike to any; and that in other Parts, no Ship of His Majesty's is to strike her Flag or Top sail to any Foreigner, unless such Foreign Ship shall have first struck, or at the same time strike her Flag or Top-sail to His Majesty's Ship.

13. Upon all Occasions Flag - Officers and Commanders of His Majesty's Ships, are to maintain His Majesty's Honour, give Protection to His Subjects, encourage them in their lawful Commerce ; and not to injure his Friends and Allies.

14. A Foreign Admiral shall receive Gun for Gun if he be a Vice-Admiral, the Admiral is to return two less ; if a Rear-Admiral, the Admiral and Vice-Admiral shall return two less. If the Ship be commanded by a Captain only, the Flag-Officers shall return two less and Captains an equal Number.

15. Any of His Majesty's Ships coming to an Anchor in a Foreign Port or Road, within Cannon Shot of its Forts, the Captain may salute the Place with such a Number of Guns as hath been customary, on good Assurance of having the like Number returned, but not otherwise.

16. But if the Ship bears a Flag, the Flag-Officer is first carefully to inform himself, how Flags of like Rank belonging to the other Crown'd Heads, have given or returned Salutes, and then to insist upon the same Respect.

17. Admirals, Commanders in Chief, or Captains of Ships of War of Foreign Nations, Foreign Noblemen and Strangers of Quality, also the Factories of the King's Subjects, coming on Board to visit the Ship, may be saluted by the Commanders of His Majesty's Ships, with a Number of Guns at Discretion, suitable to the Occasion and Quality of the visiting Persons ; but such Commander is nevertheless accountable for any Excess in the Abuse of this Liberty ; but if any Commander or Senior Captain be present, his Leave and Consent must first be had.

18. Merchant Ships, whether Foreigners or Subjects, saluting the Admiral of the Fleet, are to be answered by six Guns less ; from other Flag Ships by four less and from Captains by two less.

19. If several Merchant Ships salute in Company, no Return is to be made, till all have finished, and then by such a Number of Guns as shall be thought proper; but though the Merchant Ships should answer, no second Return is to be made.

20. Dukes or Ambassadors at coming on board, and also at their Departure, are to be saluted with fifteen Guns; other publick Ministers or Persons of Quality with eleven, or less according to the Degree of their Quality. But nothing is here to be understood to restrain Commanders in their Respect to any of the Royal Family, who are always to be saluted at the Discretion of the Commander in Chief.

21. The Anniversary Days of the Birth, Accession and Coronation of the King, the Birth of the Queen, Restoration of King Charles the Second, and Gunpowder-Treason, are to be solemnized by His Majesty's Ships, if they are in Port, with such a Number of Guns as the chief Officer shall think proper, not exceeding twenty-one each Ship.

22. His Majesty's Ships of War are not to salute His Majesty's Forts or Castles in *Great-Britain* or *Ireland*.

23. When a Flag-Officer, or a Commander in Chief lies at Sea, or in a Road, at the putting of the Corps into the Sea, or carried a-shore, the Commanding Officers shall cause such a Number of Guns to be fired, Funeral-wise, from the Ships in Company, as he shall think proper, and the Flag to be struck half Mast.

24. At the Funeral of a Captain dying at Sea, or in a Road, the Commander in Chief shall appoint such a Number of Guns as he shall think fit, not exceeding twenty, to be fired from the Ship he commanded; and the Pendant to be lowered down.

25. At the Funeral of a Lieutenant, dying as before, there shall be fired, from the Ship he belong'd to, three Volleys

Vollies of Small-Arms by Direction of the Commander in Chief.

26. No Merchant Ship is to fire Guns in any Road or Port, after the Watch is set, if any of His Majesty's Ships be there.

### *Of the Captain or Commander.*

1. **W**HEN a Captain or Commander receives Commission to command one of His Majesty's Ships, he is immediately to repair on Board, and visit her throughout.

2. He is to give his constant Attendance on Board, and quicken the Dispatch of the Work; and send to the *Admiralty* and *Navy-Offices* Weekly Accounts, oftner, if necessary, of the Condition and Circumstances she is in, and the Progress made in fitting her out.

3. He is not to lie out of the Ship, unless by Letter from the *Admiralty*, or Commander in Chief.

4. When he cannot personally apply to the Commissioners of the *Navy*, he is to do it in Writing.

5. He is to apply to the *Navy-Board*, for an Account of the Qualities of the Ship; but if a new Ship, to advise with the Master Shipwright who built her.

6. He is to take Inventories of all the Stores committed to the Charge of his Officers respectively, and require from his Boatswain, Gunner, Carpenter, and Purser, Counterparts of their respective Indents.

7. He is to cause his Clerk to be present, and take an Account of all Stores and Provisions that come on Board, and when; which Accounts he is to compare with the Indents, in Order to prevent any Fraud or Neglect.

8. He is to keep Counter-Books of the Expence of the Ship's Stores and Provisions, whereby to know

State and Condition of the same ; and to audit the Accounts of the Officers entrusted herewith, once a Week, in Order to be a Cheque upon them.

9. He is to use his best Endeavours to get the Ship mann'd, and not to enter any but Men of able Bodies, and fit for Service ; he is to keep the established Number of Men compleat, and not to exceed his Complement.

10. He is to keep a regular Muster-Book, setting down therein the Names of all Persons entered to serve on Board, with all Circumstances relating to them.

11. He is to be present at all Musters, and to make the same Remarks on his own Books against the Men's Names, as the Clerk of the Cheque, or Muster-Master do.

12. He is to demand from the Clerk of the Cheque at the Port where the Ship is, before she departs from his District, a perfect Muster-Book.

13. He is himself to Muster the Ship's Company at least once a Week in Port, or at Sea where there is no Clerk of the Cheque, and to be very exact in this duty ; and if any Person shall absent himself from his duty, without Leave for three successive Musters, he is to be marked as a Run-away on the Ship's Books.

14. He is to send every two Months, two Muster-books compleat to the *Navy-Office*, signed by himself and the Officers who sign Tickets.

15. He is to make a List of such Seamen as are Run, inserting the same at the End of the Muster-Books, and to distinguish the Time, Manner, and by what opportunity they made their Escape.

16. If the said Desertion happens in any Port of this Kingdom, he is to send up to the Secretary of the Admiralty, their Names, Description, Place of Abode, and all the Circumstances of their Escape.

17. He is to make out Tickets for all such Seamen as shall be discharged from his Books, which are to be signed

signed by himself, the Master, Boatswain and Purser, and the Gunners and Carpenters are to sign for their respective Crews. He is to deliver the Ticket to none but the Party; and if he be dead or absent, he is to send the Ticket forthwith to the *Navy-Office*.

18. If the Ship be in *Great-Britain* or *Ireland*, he is every Month to send to the *Admiralty-Office*, a List of all Men discharged in the preceding Month, with the Reasons thereof: Nor is he to discharge any Man but for one of the following Reasons, *viz.* Death, Prisoner in some other of His Majesty's Ships, Unfit for Service, Officers Servants rated, or by Admiralty Order, or Commander in Chief; and to express the Cause upon the Ticket.

19. He is not to suffer the Ship's Stores to be misapplied or wasted, and if such Loss happens by the Negligence or Wilfulness of any of the Ship's Company he is to charge the Value thereof against the Wages of the Offender, on the Muster and Pay-Books.

20. He shall make no Alteration in any Part of the Ship.

21. He is to keep Centinels constantly posted at the Scuttles leading into all the Store-Rooms, and no Person is to pass down, but by Leave from the Captain or Commanding Officer of the Watch; which Leave must be signified to the Centinel from the Quarter Deck.

22. He is not to spare any Provisions or Stores to any other of His Majesty's Ships, but where the necessity is evident, and by the Direction of his Commanding Officer, and is also to give his Officers a Warrant in Writing for it.

23. He is to observe seasonable Times in setting up his Shrouds and other Rigging, especially when they are new and apt to stretch; and also to favour the Masts as much as possible.

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24. Before the Rigging and other Stores are cast up, is first to order a Survey thereof to be taken.
25. He is to cause such Stores as require it, to be frequently surveyed and aired, and their Defects repaired ; and the Store-Rooms to be kept airy, and in good Condition.
26. He is not to make Use of the Ship's Sails for covering Boats, or for Awnings.
27. The Decks or Gratings are not to be scraped other than is necessary ; but are to be washed and scrubbed once a Day, and Air let into the Hold, as often as may be.
28. He is to permit every Officer to possess his proper Cabbin, and not to make any Variation therein.
29. No Person is to lie upon the Orlop, but by leave from the Captain, who is to take all possible care of the Cables.
30. Such as smoke Tobacco, are to take it in the fore-castle, and in no other Place.
31. Care is to be taken every Night on setting the Watch, that all Fire and Candle be extinguished in the Cook-Room, Hold, Steward-Room, Cockpit, and every where between Decks ; nor are Candles to be used in any other Part of the Ship but in Lanthorns, and that also without the Captain's Leave.
32. He is not to suffer any Person to futtle or sell any Sorts of Liquors to the Ship's Company, nor any debts for the same to be inserted in the Slop-Book, on any Pretence whatsoever.
33. Before the Ship proceeds to Sea, he is without partiality or Favour, to examine and rate the Ships Company, according to their Abilities, and to take care, that every Person in the Ship, without Distinction, actually perform the Duty for which he is rated.
34. Before the Ship sails, he is to make a Regulation for quartering the Officers and Men, distributing them to the Great-Guns, Small-Arms, Rigging, &c. and

and a List of such Order and Distribution is to be fixed up in the most publick Place of the Ship. He is also frequently to exercise the Ship's Company in the Use of the Great-Guns and Small-Arms.

35. If any Officers are absent from their Duty when the Ship is under Sailing-Orders, he is to send their Names to the Secretary of the *Admiralty*, with the Cause of their Absence.

36. He is to take Care of his Boats, and secure them before blowing Weather; also the Colours are not to be kept abroad in windy Weather, but due Care taken of them.

37. He is not to carry any Women to Sea, nor to entertain any Foreigners to serve in the Ship, who are Officers or Gentlemen, without Orders from the *Admiralty*.

38. When he is to sail from Port to Port in Time of War, or Appearance thereof, he is to give Notice to Merchantmen, bound his Way, and take them under his Care, if they are ready; but not to make unnecessary Stay, or deviate from his Orders on that Account.

39. He is to keep a regular Journal according to the Form prescribed, and at the end of every six Months he is to send a Copy of the same to the Secretary of the *Admiralty*; and at the Expiration of the Voyage to give in a General Copy, to the *Admiralty* and *Navy Offices*.

40. He is, by all Opportunities, to send an Account of his Proceedings to the Secretary of the *Admiralty*, with the Condition of the Ship, Men, &c. he is likewise to keep a punctual Correspondence with every one of the Publick-Offices, in whatsoever respectively concerns them.

41. He is not to go into any Port, but such as are directed by his Orders; unless necessitously obliged, and then not to make any unnecessary Stay. If employed in Cruizing, he is to keep the Sea the Time

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required by Orders, or give Reasons for acting to the contrary.

42. He is to take great Care in the Choice of a good Port, and examine the Quality of the Ground for Anchoring, where he is a Stranger.

43. He is not to obstruct *Custom-House* Officers in coming on Board, or in any Part of their Duty; they are also to be victualled as the Ship's Company, if Necessity require it.

44. He is to demand all Seamen (His Majesty's Subjects) from on Board any Foreign Ship he may meet with, obliging their Masters to pay them their Wages to the Day.

45. In Foreign Parts, he is to use the utmost good Husbandry in careening the Ship, and not to do it, but under an absolute Necessity.

46. None are to be employed in careening and repairing the Ship but the Ship's Company, unless Sick-ness or Death hath rendered it necessary to hire others; and for the Encouragement of his own Men, whether on Board their own, or any other of his Majesty's Ships, they are entituled to an extraordinary Allowance, *per Month*; and to prevent any Abuse herein, each Ship has the Number of operative Men limited.

47. If he is obliged to take up Money Abroad for the Use of the Ship, he is to negotiate it at the best Exchange.

48. He is to advise the proper Office of what Bills he draws, with the Reasons therefore, and with the Bills send Duplicates of his Accounts, and Vouchers of his Disbursements.

49. He is to take Care that all Stores bought Abroad, be delivered to the proper Officers, and take their Receipts for the same.

50. Upon the Death of any Officer, he is to take Care that an Inventory be taken of all his Books and Papers, and that the same be sealed up, and reserved for

for the Use of such as shall have a legal Right to demand them.

51. When any Officer who has the Custody of Stores or Provisions, shall die, be removed or suspended, he is to cause an exact Survey and Inventory to be taken forthwith of the Remains of such Stores, which is to be signed by the Successor (who is to keep a Duplicate thereof) and also by the surveying Officers.

52. Upon his own Removal into another Ship, he is to shew the Originals of all such Orders as have been sent to him, and remain unexecuted, to his Successor and leave with him attested Copies of the same.

53. He is to leave with his Successor a complete Muster-Book, and send up all the other Books and Accounts under his Charge, to the Offices they respectively relate to.

54. When a Captain is removed by Commission from one Ship into another, he is allowed to carry along with him the following Number of Men including his Servants, *viz.* from a first Rate, Eighty; a second Rate, Sixty-five; a third Rate, Fifty; a fourth Rate, Forty; a fifth Rate, Twenty; and a sixth Rate, Ten.

55. In Case of Shipwreck or other Disaster, when by the Ship may perish, the Officers and Men are to stay with the Remains as long as possible, and save as they can, and for their Encouragement they shall continue in pay during their attendance on that Service, and if the Provisions of the Ship are lost, the Captain is to subsist them.

56. When the Ship comes to the Port where she is to be laid up, the Captain is to exhibit an exact Account of all the Qualities of the Ship, to the Commissioners of the Navy at that Port, and to transmit a Duplicate of the same to the *Navy-Board*.

57. He is to prepare five Pay Books, with the Assistance of his Purser, and to transmit the same to the

## *The Seaman's Vade-Mecum.*

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*Navy-Board*, signed by himself and signing Officers, who are to attend the Payment thereof.

58. He is not to depart, nor suffer the Officers or Men to go a-shore, until the ship is wholly unrigg'd and ready, and to deliver her so into the Charge of the Officers of the Yard.

59. If there be Occasion to discharge any of the Men, when the Ship is under Orders to be paid off, they are to apply to a Flag-Officer, or to a Commissioner of the *Navy*, who will examine their Qualifications, if agreeable, to sign their Tickets, otherwise they will be paid Ordinary.

60. He is responsible for the whole Conduct, and good Government of the Ship, and for the due Execution of all Regulations, which concern the several Duties of the Officers and Company of the Ship, who are to obey him in all Things, which he shall direct them for his Majesty's Service.

61. He is also answerable for the Faults of his Clerk: nor can he receive his Wages without the proper Certificates, and must make good all Damages sustained by Neglect or Irregularity.

## *The LIEUTENANT.*

WHEN he receives his Commission he is to repair on Board, and diligently execute all Orders as he shall receive from his Commander, for his Majesty's Service, nor absent himself from the Ship without Leave.

2. He is to keep a List of the Officers and Men in Watch, Muster them, and report the Names of the Absentees.

3. He is to see that good Order be kept in his Watch, that no Fire or Candle be burning, and that no Tobacco be smoked between Decks.

4. He is not to change the Course of the Ship at Sea without the Captain's Directions, unless to prevent an immediate Danger.

5. No Boats are to come on Board or go off, without the Lieutenant of the Watch being acquainted with it.

6. He is to inform the Captain of all Irregularities and to be upon Deck in his Watch.

7. He is to see that the Men be at their proper Quarters in Time of Action; and that they do all perform their Duty.

8. He is to keep a Journal, and at the End of the Voyage, to deliver Copies thereof into the *Admiral's* and *Navy-Offices*.

9. The youngest Lieutenant is frequently to exercise the Seamen in the Use of small Arms: And in Time of Action he is to be chiefly with them.

10. He is to take great Care of the Small-Arms, and see that they be kept clean and in good Condition for Service.

### *The MASTER.*

1. **H**E is to repair on Board, and obey his Commander's Orders, for the Dispatch of what is to be done towards the fitting her out.

2. He is to inspect the Provisions and Stores sent on board, and of what appears not good, he is to acquaint the Captain.

3. He is to take Care of the Ballast, and see that it be clean and wholesome, and sign the Quantity delivered.

4. He is to give his Directions in stowing the Hold for the most Room, trimming the Ship, and for Preservation of the Provisions.

*The Seaman's Vade-Mecum.*

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5. He is to take signal Care that the Rigging and Stores be duly preserved; and to sign the Carpenter's and Boatswain's Expence Book, taking Care not to sign undue Allowances.
6. He is to navigate the Ship, under the Directions of his superior Officer, and see that the Log and Log-Book be duly kept.
7. He is duly to observe the Appearances of Coasts; and if he discovers any new Shoals or Rocks under Water, to note them down in his Journal, with their Bearing and Depth of Water.
8. He is to keep the Hawser clear when the Ship is at Anchor.
9. He is to provide himself with proper Instruments, Maps, and Books of Navigation, and keep a regular Journal, noting therein the going out and coming in of all Stores and Provisions; and when the Ship is laid up, he is to deliver a Copy of the same into the *Navy-Office*, together with his Log-Book.
10. He is to be very careful not to sign any Accounts, Books, Lists or Tickets, before he has thoroughly informed himself of the Truth of every Particular contained in the same.

*The Boatswain, and Master Sailmaker.*

**T**HE Boatswain is to receive into his Charge the Rigging, Cables, Cordage, Anchors, Sails, Boats, &c. by Indenture from the Surveyor of the Navy, and to use great Care in the Disposition of the same.

2. He is not to cut up any Cordage or Canvas, without an Order in Writing from the Captain, and under the Inspection of the Master; and always to have him a good Quantity of small Plats for Security of
5. He Cables.

3. He and his Mates are to assist and relieve the Watch, see that the Men attend upon Deck, and that the working of the Ship be performed with as little Confusion as may be.

4. His Accounts are to be audited and vouched by the Captain and Master, and presented to the Surveyors of the *Navy*; and until such Accounts are passed, he is not to receive his Wages.

5. If he has Cause of Complaint against any of the Officers of the Ship, with Relation to the Disposition of the Stores under his Charge, he is to represent the same to the *Navy-Board* before the Pay of the Ship.

6. He is not to sign any Accounts, Books, Lists, or Tickets, before he has thoroughly informed himself of the Truth of every Particular therein contained.

7. The Master Sailmaker is to be warranted from the *Navy-Board*, without which none are to be rated in that Capacity.

8. He is, with his Mate and Crew, to examine all Sails that are brought on Board, and to attend all Surveyors and Conversions of Sails.

9. He is always, and in due Time to repair, and keep the Sails in Order, and fit for Service.

10. He is to see that they are dry when put into the Store-Room, or very soon to have them taken up and aired; and see that they are secured from Drips, Damp, and Vermin.

11. When any Sails are to be returned into Store, he is to attend the Delivery of them, for their great Safety.

### *The Gunner, Armourer, and Gunsmith.*

1. **T**HE Gunner is to apply to the Store-keeper of the Ordnance, and receive from him by indenture the Ordnance, Ammunition, Small-Arms, and

1. Other Stores allowed for the Voyage; and if any Part thereof be not good, he is to represent the same to the Captain.
2. He is to see that the Powder-Rooms be well secured, and in right Order before the Powder is brought on Board.
3. Powder is to be taken in at those Places which are appointed by the *Admiralty*.
4. The Powder in the Copper-hooped Barrels to be lodged in the Ground-Tire; to see that the Doors of the Powder Rooms be fast locked, the Scuttles well shut and covered, and to deliver the Keys to the Captain.
5. He is timely to advise the Captain when any Powder comes on Board, nor is he to remove it, prepare Fuzees, &c. without the Captain's Directions, so that the Fire and Candles may be extinguished, Centinels posted, and all Care used to prevent Accidents.
6. He is not to go or send any one into the Powder-Rooms, but by Leave from the Captain, and to take care that they have nothing about them that will strike fire in Falling.
7. No more than three Rounds of Parchment Cartridges are to be filled at a Time.
8. He may receive additional Stores, if the Ship is ordered to any Station in *America*; but none of those additional Stores are to be used, until the first are expended.
9. Perishing Stores are to be surveyed and condemned; but if near any Port in *England*, he is not to throw them over-board, but return them into Store.
10. Empty Powder-Barrels are not to be staved, but reserved to shift such as may be decayed.
11. By Direction from the Captain, he is to allow a proper Quantity of Powder and Shot for Exercise.
12. The

12. The Proportion of Powder on the Occasion of Service or Scaling, he is to allow as *per* Regulations of the *Admiralty*.

13. In Time of Action, he is to reduce the Allowance of Powder by Degrees, until the same be lessened to one third of the Weight of the Shot. He is not to swab a Gun when it grows hot, for fear of splitting.

14. He is to take Care, that the Guns be placed upon their proper Carriages, for by this Means they will fire and stand a proper Height from the Sill of the Ports.

15. He is not to scale the Guns oftner than the Ship is refitted, unless upon extraordinary Occasions, and with the Captain's Orders; and when they are loaded for Service, he is to see them well tampioned, and the Vents fitted with Ocham.

16. He is to use great Caution, in order to prevent Damage to such Guns as are struck in the Hold, by paying them all over with a Coat of warm Tar and Tallow mixt, &c.

17. He is to take Care of the Stores committed to him; for no Waste, that is not perishable, will be allowed him, only reasonable Ware; and if any Accident, it must be vouched by the Captain.

18. He is to keep a Book of Expences, according to the Methods prescribed by the *Admiralty*, and the Stores expended are not to be exprest in Figure, but in Words at Length.

19. He is to keep the Boxes of Grape-Shot and Hand-Granadoes.

20. He is to observe upon the Guns, the Notches and Sights on the Base and Muzzle Rings, for the better guiding the Aim.

21. He is not to load the Guns with unfit Mixtures which do greatly endanger their splitting.

22. He is not to start the Hand-Granadoes, but return what are left at the End of the Voyage, *Statu quo*.

23. In cutting up the Cordage, he is to observe the prescribed Regulations, and when he discharges himself of the Cordage expended, he must charge himself with the Breechings, &c. into which it shall be converted; the like Method must be used in the Conversion of any other Stores.
24. When the Ship wants new Supplies, he is to draw out an Account, with an Inventory of what remains, present the same to the Captain, which being by him vouched, must be sent to the *Board of Ordnance*.
25. An Abstract of his Account, he must also make out half yearly, according to the Method prescribed.
26. He is to keep good Order in the Gun-Room, and suffer none to lie there but such as have a Right, whom the Captain shall direct: And cause a careful Man of his Crew to watch there every Night.
27. He is to be frugal of his Match, to burn no more than is allowed, and that over a Tub of Water.
28. After an Engagement, he is to procure a Survey to be made of the Powder in general.
29. He is to keep an Inventory of all the Arms and utensils sent out of the Ship, and get the same signed by the Officer appointed to command the Detachment, and witnessed by the Captain's Clerk.
30. When the Ship comes into the Port to be refitted, &c. he is to get the Ship cleared of the Guns, and other Ordnance Stores, as soon as possible.
31. He is to take Care that the Stores be safely returned, and he and the Armourer are to attend the Store-keeper and other Officers belonging to the Ordnance, when his Stores so returned are surveyed on Shore.
32. At the End of the Voyage, he is to deliver his accounts in the *Office of Ordnance*.
33. If he has Cause of Complaint against any of the Officers of the Ship, with Relation to the Disposition of

of the Stores under his Charge, he is to represent the same both to the *Navy* and *Ordnance-Boards*, before the Pay of the Ship.

34. No Person shall be warranted as Gunner, before he has passed an Examination before a Mathematical Master, and three able Gunners of the Navy, and from them procure a Certificate of his Qualification.

35. The Armourer and Gunsmith are appointed by Warrant from the Board of *Ordnance*.

36. They are to assist the Gunner, in the Survey and Receipt of the Small-Arms, and to keep them clean and in good Order; but not to take them too often to pieces, which is detrimental to the Locks, &c.

37. Their Station is in the Gun-Room, where they are to observe the Gunner's Orders.

38. The Gunner is to receive the Armourer's Tools from the Office of *Ordnance*, and is to account for them at the End of the Voyage, in the same Manner as for the other Stores under his Charge.

39. In Foreign Parts, if the Small-Arms want such Repairs as cannot be done Aboard, the Captain must cause a Survey, and the Defectives may be sent ashore to be repaired; but the Armourer or Gunsmith must attend to see the Reparations well executed.

40. They are to return the Small-Arms into Store clean and in good Order; and must produce Certificate (from the Officers of *Ordnance* where the Arms are returned) that they have discharged their Duty well.

## *The CARPENTER.*

1. **H**E is to take upon himself the Care and Preservation of the Ship's Hull, Masts, &c. and also the Stores committed to him by Indenture from the Surveyor of the *Navy*.

2. He is to visit and inspect all Parts of the Ship daily, to see that all Things are well secured, caulked, order the pumps, and make Reports to the Captain.
3. In an Engagement he is to be watchful, and have all Materials ready to repair Damages.

*The PURSER*

**H**E is to victual the Ship every three Days, or as frequently as may be in Petty Warrant, when he is ordered to be fitted out for the Sea; to see that he be duly supplied; and to take care that no Part of the Sea Provisions be expended, while the Ship is in *Extra* Petty-Warrant.

2. He is to enter no Man on his Books, or supply him with Provisions, but by Note in Writing from the Clerk of the Checque, or the Commanding Officer on board.

3. He is to take Care to indent in Time for, and get the full Quantity of Provisions, Water, Casks, &c. on Board.

4. He must take Care that the Provisions be good and in sound Casks, or object against them, till a Survey is made; he is also to take the Marks of the Casks, that he may know from whom and from whence they came.

5. If the Ship cannot contain all her Provisions, he is to certify the same, and the Quantity short of each species ordered, so that the Remainder may be supplied another Way.

6. He is to procure Certificates, under the Hands of the Commander and Master, of the Quantity of Provisions received into the Ship, or he will not be allowed to indent for the same.

7. He

7. He is not to discount any Part of the Credit on his Indents for Money ; nor indent for fresh Supplies before his Credit is satisfied.

8. He is to provide the Ship with Coals, Wood, Turnery-Ware, Candles, Lanthorns, &c. to enable him to do which, he is allowed Twelve-pence a Man per Month, whilst in *Extra* Petty Warrant, and fourteen Pence in Sea-Victualing, unless the Complement be sixty Men or under, then seventeen Pence a Man per Month during Sea-Victualling. He is also allowed four Pence a Tun for Drawage of Beer, and two Shillings a Month Loading Charges ; and if more than sixty Men ten Groats a Month *Adz-Money*, all payable after signing his Indent.

9. He is to be careful to inspect the good Order, Stowage and Preservation of Provisions, and that the oldest be expended first.

10. If any of the Provisions be unfit for Use, he is to procure a Survey upon the same, by proper Officers who are to make a regular Report thereof.

11. No Officers of the Ship are to be employed in the Survey, if any other Ships be in Company ; and if the Ship be alone in a Port, where there are Naval Officers, the Captain is to join one to the Survey.

12. Condemned Provisions are not to be thrown overboard, except Cheese, if the Ship is at or near a Victualling Port, but the same is to be returned to the Agent : The same is to be done if the Ship is at Sea and an Agent with Victualing Vessels be in Company but if there be no Agent, or he shall refuse to receive them, he may then (by Warrant from the Command in Chief, or from his own Captain, if the Ship be alone) cause the said Provisions to be flung overboard taking a Certificate of the Quantity, and also an Account when, where, and from whom the said Provisions were received.

13. If Provisions shall be cast by Survey, after the Time they were so cast, he is to expect no Allowance on such Surveys, with a satisfactory Certificate, why the said Provisions were not sooner expended.

14. Condemned Butter is never to be flung over Board, but returned into Store, unless the Boatswain shall want any for the Ship's Use, and then he must be charged herewith.

15. Leakage of Beer must be surveyed by Warrant from the Captain to the Master, and two (or more) Officers of the Ship, who are to report under their Hands on the Back of the said Warrant, the Quantity leaked out, and the Reasons and Occasion of the Leakage: The Cooper's Oath is also required hereto.

16. He is never to keep Allowance for Leakage of Wine, Oil, Brandy, Rum, or Arrack; there being proper Conveniencies made in the Hold for securing the said Liquors from any Abuses whatsoever.

17. He is to transmit to the Commissioners of the *Aduallling*, Duplicates of all Orders, Reports, Certificates, &c. relating to Surveys attested, reserving the originals in his own Hands, for the passing his Accounts.

18. If any Species fall short, and the Want thereof is supplied out of another Species, when the Ship receives Supply, he must replace a like Quantity of the same Species taken away in Lieu thereof, thereby to make no extraordinary Charge.

19. If a Cask of Beef or Pork, fall short of the contents marked on the Head, by Warrant from the Captain, he must have a Survey, and report the same, and either himself, or Steward, is to make Oath at the Foot of the Survey, to the Truth thereof; and that one of the said Casks were opened, or any Pieces taken out, before the Time of the Survey, to the best of their Knowledge. And after such a Discovery as this, is expected, that an exact Account be exhibited of

the Number of Pieces of Beef and Pork, in all the Casks that shall be expended.

20. He is not to sell, or make any undue Use of the Stores or Provisions under his Charge. And the more to discourage Purfers from selling Provisions, it is hereby ordered, that in those Years where the Price of any Species shall exceed the Sum usually charged on Purfers in Debt, he shall be obliged to pay the full Value His Majesty gave for the Provisions.

21. He is not to purchase any Provisions where there is an Agent, or in the Way of one; but where there is no Agent, on Application, the Captain may cause them to be survey'd, and where there is real Want, by his Warrant the Purfer may procure the same. The Receipts of Payment are to be witnessed by two Commissioners or Warrant-Officers, the Quantities and Prices are to be expressed; and he also must procure a Certificate from the Governor or Consul, where there are such, or else from two or three eminent Merchants, that the said Bargains were at Market Price.

22. He is to observe, that Storehouse-Room and Commission-Money will not be allowed in his Account for Sloops and Boats never, but on an indispensable Necessity, and by his Commander's Orders; and then he must produce a Certificate, signifying the Occasion of their being hired.

23. If it is necessary for the Purfer to draw Bills of Exchange upon the Commissioners of the *Viſtualling*, the Money is to be taken up by Publication, and the Captain is to attest the Bills: The Purfer also must procure Certificates from the Governor, Consul, or Merchants, of the Currency of Exchange at that Time, which he must transmit Home with the Bills, and also an Account how the said Money has been laid out.

24. When he returns Home, he is to deliver to the *Viſtualling-Office*, an Account Current of all

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Disbursements, for the Service of the Ship at large, and reduced into *English* Coin, with his particular Affidavit at the Foot of the Account.

25. If Water is wanted, and cannot be had without Money, he may (by Warrant from the Captain) purchase what is necessary, taking Receipts, witnessed by two Commission or Warrant-Officers, and a Certificate from the Captain, of the Quantity brought on Board.

26. The Purser shall employ his Cooper to repair defective Casks, where they cannot be returned into Stores, and that without making any Charge thereupon. He is to keep a distinct Account of the waste Staves and Iron Hoops; and himself or Cooper shall make Oath to the Truth thereof.

27. He is not to expend any Cask for *Extra* Service, without an Order from the Captain, and also a Certificate expressing the Quantity expended, when and for what Service: But he is to observe, that Casks used for washing Tubs, steep Tubs, &c. will not be allowed as an *Extra* Expence.

28. If Loss happens in Provisions or Stores, by Action with the Enemy, or other unavoidable Accidents, he is to produce a Certificate from the Captain of what was so lost, with the Occasion; and himself, or some other who was present, must take Oath, that it did not happen through any Neglect or Default.

29. He is to keep a very regular and exact Muster-Book, and to set off against their Names the Slop-Clothes, Dead Mens Clothes, Beds and Tobacco, they have been supplied with, in order to be Voucher for the Tickets made out by the Captain for Wages. He is to set down also, the Times of Beginning and Ending Petition Warrant or Sea-Victualling, Short-Allowance, the Nature and Quantity of the said Allowance, and what has been paid on that Account.

30. He may at appointed Times, and in some public Place, sell Tobacco to the Seamen, not exceeding

two Pounds *per* Month to a Man, at the Rate settled by the *Navy-Board*.

31. He may not *Viſtual* Supernumeraries, but by Warrant from the Captain; and if the Captain has received Orders for ſo doing, the Purſer muſt procure an attested Copy alſo of the ſaid Orders; on the Back of the Warrant he is to enliſt their Names, and at the Foot thereof to procure the Captain's Certificate.

32. When he *Viſtuals* other Ships Men, by Order Re-payment muſt be made from the Purſer of that Ship, and in Caſe of Refuſal, he muſt ſend a Liſt of the ſaid Mens Names, and Time (certified by his Captain) to the *Viſtualling-Office*.

33. He is not to ſpare Proviſions or Stores to other Ships, but by Warrant, and on the Back to take the Purſer's or Steward's Receipt, mentioning the Quantity in Words at Length, Time when, and Place where, and to ſend a Copy of the ſaid Receipt to the Commiſſioner of the *Viſtualling*.

34. He is to keep a Sick-Book, mentioning the Men Names ſent Sick out of the Ship, their Number on the Ship's Book, when and where ſent, Number of Days abſent, which is to be delivered into the *Comptroller's Office*.

35. When the *Viſtualling-Office* ſends Veſſels to bring away the Proviſions from the Ship, the Purſer is to ſend therewith his Steward, or ſome careful Perſon, to ſee their ſafe Delivery to the Officer appointed to receive them.

36. Each Butt when returned, if ſhaken, ſhall conſiſt of twenty-fix Staves; a Puncheon twenty-two; Hogſhead twenty; a Barrel ſeventeen, Heading included two Pipes reckoned one Stave.

37. A regular Survey muſt be taken, before the Proviſions are returned into Store, and the Purſer muſt make an Affidavit, that the ſaid Proviſions were received out of His Maſteſty's Stores, or from Perſon

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under Contract. The like Oath is to be made by him of all the Casks, Staves, Iron Hoops, and Biscuit-Bags returned to the Office. Provisions furnished under Warrantry, such as Beer, Butter, and Cheese, he shall receive no Allowance for them, if they are cast by Survey after the Time of Warrantry.

38. He is to pass his Accounts within six Months after the Ship is paid off at furthest; and at the same Time to have his Affidavit ready, touching every Particular relating to his Accounts.

39. If he has Cause of Complaint against any of the Officers of the Ship, with Relation to the Disposition of the Provisions or Stores under his Charge, he is to represent the same to the *Navy-Board*, before the Ship is paid off.

40. He is not to sign any Accounts, Books, Lists or Tickets, before he has fully informed himself of the Truth of every Particular contained therein.

*The SURGEON.*

**W**HEN a Surgeon is Warranted, he is to provide Instruments and a Chest of Medicines, according to the Rules of the *Navy*; and the same must be viewed, examined and approved by the Physicians of the Sick and Wounded, or the Physician of *Greenwich-Hospital*, in Conjunction with the Governors of the Surgeon's Company, who will give him a Certificate thereof.

2. When the Chest is recruited, the like Method is to be taken; and all such Medicines or Drugs, as shall be found in the Chest, not fit for Use, must be destroyed.

3. He is to provide himself with a competent Number of printed Sick Tickets, from the *Sick and Wounded Office*.

4. He is to inspect and take Care of the Necessaries sent on Board for the Use of Sick Men, if not good, he must acquaint the Captain; and he must see that they are duly served out for the Relief of the Sick.

5. He is to visit the Men under his Care twice a Day, or oftener, if Circumstances require it; he must see that his Mates do their Duty, so that none want due Attendance and Relief.

6. In Cases that are difficult, he is to advise with the Physician of the Squadron.

7. He is daily to inform the Captain of the State of his Patients.

8. When the Sick are ordered to the Hospitals, he is to send with them to the Surgeon, an Account of the Time and Manner of their being taken ill, and how they have been treated.

9. He is to be ready with his Mates and Assistants in an Engagement, having all Things at Hand necessary for stopping of Blood, and dressing of Wounds.

10. He is to keep a Day-Book of his Practice, containing the Names of his Patients, their Hurts, Distempers, when taken ill, when Recovered, Removal, Death, Prescriptions, and Method of Treatment.

11. From the last Book he is to form two Journals, one containing his Physical Practice, the other his Chirurgical; which are respectively to be delivered in (at the End of the Voyage) to the Physician of the Sick and Wounded, or *Greenwich-Hospital*, and to the Surgeon's Company, in order to be examined.

### *The Master at Arms, and the Corporal.*

1. **NONE** to be admitted a Master at Arms, but such as are appointed by Warrant from the Admiralty.

## *The Seaman's Vade-Mecum.*

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2. He is daily by Turns (as the Captain shall appoint) to exercise the Petty Officers and Ship's Company, having a proper Allowance of Powder and Shot for that Purpose.
3. He is to place and relieve Centinels, to mount with the Guard; to see that the Arms be kept in good Order, and to observe the Directions of the Lieutenant at Arms.
4. He is to see that the Fire and Candles are put out in proper Season, and according to the Captain's Order.
5. He is to visit all Vessels coming to the Ship, and prevent the Seamen going from the Ship without Leave.
6. He is to acquaint the Officer of the Watch with all Irregularities in the Ship, which shall come to his Knowledge.
7. The Corporals are to act in Subordination to the Master at Arms, and to perform the same Duty under him.

## *The SCHOOL MASTER.*

- B**EFORE he is warranted, he must be examined before the Master, Wardens, and Assistants of Trinity-House, and from them produce a Certificate of his Qualifications; he must also produce another from persons of known Credit, testifying his Sobriety, &c.
2. He is duly to employ his Time in instructing the Volunteers in Writing, Arithmetic, and Navigation, and in whatsoever may contribute to render them Proficients.
3. He is likewise to teach the other Youths of the Ship, according to such Orders as he shall receive from the Captain.
4. He is to be diligent in his Office, and such as are idle must be represented to the Captain for Correction.
5. He

5. He is not to receive his Wages or Allowances, without a Certificate from the Captain; nor be employed again, without depositing in the *Admiralty-Office* a like Certificate.

*The C O O K.*

**H**E is to have the Charge of the Steep-tub, and answerable for the Meat put therein.

2. He is to see the Meat duly watered, and the Provisions carefully and cleanly boiled, and delivered to the Men according to the Practice of the Navy.

3. In stormy Weather he is to secure the Steep-tub that it may not be washed over-board; but if it should inevitably be lost, the Captain must certify it, and he to make Oath to the Number of Pieces so lost, that may be allowed in the Purser's Accounts.

*Rules of Discipline and good Government.*

1. **T**HE Commanders are to shew in themselves good Examples of Honour and Virtue; Vigilant in inspecting the Behaviour of others, suppressing all dissolute, immoral, and disorderly Practices; and correct those who are guilty, according to the Usage of the Sea.

2. They are to see that divine Service be performed twice a Day on Board, according to the Liturgy of the Church of England, and a Sermon on Sundays, unless bad Weather, &c. prevent it.

3. They are to punish Swearing, Cursing, or Blasphemy, by causing them to wear a Wooden Collar, as long as they think fit, or any other shameful Badge. If he be a Commission Officer, he shall forfeit one Shilling for every Offence, and a Warrant or inferior Officer Six-pence. A Seaman guilty of Drunkenness, shall

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put in Irons till sober; but an Officer shall forfeit two Days's Pay.

4. A Commander may not punish a Seaman beyond twelve Lashes on his bare Back, with a Cat of Nine-tails; but if the Fault deserve greater Punishment, he is to inform the Commander in Chief, or Secretary of the Admiralty, in order for the Offender's being brought to a Court Martial; in the mean Time he may put him under Confinement.

5. A Captain is not to discharge a Commission or Varrant Officer, nor punish nor strike him; but if he be disobedient, behave ill, or unfit for Duty, he may suspend or confine him, till Information can be given as above, or a Court-Martial.

6. No Officer under the Captain is allowed to inflict Punishment, but the Commanding Officer (in the Captain's Absence) may confine an Offender, till the Captain's Return.

7. Articles of War are to be hung up in some public Place of the Ship, and read to the Ship's Company once a Month.

*Rules for Cure of Sick and Hurt Seamen on Board their own Ships.*

IN every Ship convenient Room must be made between Decks, for the Reception of the Sick or Hurt Seamen.

2. The Captain is to appoint some of the Ship's Company, by Turns, to serve the Sick Night and Day, and keep the Place clean.

3. By the Captain's Orders, the Cooper may make Buckets out of old Staves and Hoops; and the Carpenter, Cradles for the Use of the Sick, and those who have fractured Bones.

4. When

4. When ever possible, fresh Fish is to be caught, for the Use of the Sick ; and if any *Surplus*, the same shall be distributed by Turns, among the Officers and Seamen impartially, and that without any Deduction of their Allowance of Provisions.

*Rules for sending Sick or Hurt Seamen out of their own Ships for Cure.*

1. **NONE** are to be sent into Hospitals, either attending the Fleet, or a Shore, but whose Distempers or Hurts are such, as may render it inconvenient to have them kept on Board their own Ships.

2. They must be sent a Shore with their Clothes, Bedding, and a Ticket, expressing their Names, Entry, and Numbers, on the Ship's Books, with the Quality of their Disease or Hurt.

3. The Captain may order the Purser to supply them with Slops, if they want such Necessaries.

4. They are to be sent a Shore, under the Charge of a discreet Officer, and the Surgeon or one of his Mates, that they be carefully landed, and conveyed with proper Carriages, at the Expence of the Hospital.

5. A Commission Officer is to go to the Hospital twice a Week (on Muster-Days) to receive such of his Men as are recovered. He may also receive such other recovered Men (whose Ships are not in the Way) as the Agent shall desire.

6. The Captain is to receive such recovered Men, as the Agent shall send to him, though the Ship be at a Distance, unless they be unserviceable ; if so, must give the said Men a Certificate of his Refusal.

7. If the Captain receiving such recovered Men shall meet with the Ship they belong unto, he is to return them ; but if that Ship have her full Complement, he is to enter them as a Part of his, if he want Men

dispose of them where they may be wanted; bearing Wages from the Time they were received from Sick Quarters.

8. Agents may supply Sick Men with necessary Clothes if their Ship is out of the Way, (whilst in Quarters) of which he is to certify the Captain.

9. If such as are discharged from Sick Quarters, do not return on Board directly, a *Query* is to be put against their Names, as a Stoppage to the Payment of Wages, unless they prove that they were not able to get on Board their own Ship, and entered on some other in the *Royal Navy* immediately, or were discharged as unfit for service.

10. Captains are to correspond with the Commissioners of the Sick and Wounded, concerning the State and Condition of his Sick Men.

11. Commanders in Chief, and the Commissioner of the *Navy* at the Ports where Hospitals are erected, are to visit them frequently, in order to hear Complaints, and redress Irregularities and Grievances.

12. The Captain is to take Care of the Sick Men in foreign Parts, where there are none of His Majesty's Hospitals, or Correspondents of the Sick and Wounded Office to take Charge of them, and may draw Bills on the said Commissioners for the Expences; observing the Allowance by usual Establishment, as he will not be allowed any Exceedings.

### *Of the PROVISIONS.*

**EVERY** Man to be allowed daily Provisions, as follows, *viz.*

*Sunday.* One Pound of Biscuit, one Gallon of small Beer, one Pound of Pork, and half a Pint of *ale*.

*Monday.*

*Monday.* One Pound of Biscuit, one Gallon of Small Beer, one Pint of Oatmeal, two Ounces of Butter, and four Ounces of Cheese.

*Tuesday.* One Pound of Biscuit, one Gallon of Small Beer, and two Pounds of Beef.

*Wednesday.* One Pound of Biscuit, one Gallon of Small Beer, half a Pint of Pease, a Pint of Oatmeal, two Ounces of Butter, and four Ounces of Cheese.

*Thursday.* The same as *Sunday*.

*Friday.* The same as *Wednesday*.

*Saturday.* The same as *Tuesday*.

Hence the full Weekly Allowance *per Man* (beside fresh Fish caught, and distributed without any Deduction for the same) is, *viz.*

Seven Pounds of Biscuit,	One Quart of Pease,
Seven Gallons of Beer,	Three Pints of Oatmeal
Two Pounds of Pork,	Six Ounces of Butter,
Four Pounds of Beef,	Twelve Ounces of Cheese

2. Captains may shorten this Allowance, if Necessary require it, taking due Care that the Men be paid for the Deficiency; nor is any Officer to have whole Allowance while the Company is at short.

3. In Foreign Voyages some of the above Species may be changed, that is, half a Pint of Brandy, Rum, or Arrack, for a Gallon of Beer; four Pounds of Flour, sometimes three Pounds, with a Pound of Raisins, half a Pound of Currants, with half a Pound of Beef Suet pickled, are equal to a four Pound Piece of Beef, two Pound Piece of Pork with Pease; half a Pound of Rice for a Pint of Oatmeal; a Pint of Olive Oil for a Pound of Butter, or two Pounds of *Suffolk* Cheese; two thirds of a Pound of *Cheshire* Cheese for a Pound of *Suffolk*.

4. Beef is to be cut into four Pound Pieces, and Pork into two, and every Cask is to have the Contents thereof marked on the Head.

5. Every Twenty-eight Pieces of Beef cut for four Pound Pieces, taken out as they rise, and the Salt shaken off, are to weigh one hundred Pounds, *Avoirdupois*, and every fifty-six Pieces of Pork, one hundred and four Pounds.
6. If there be a Want of Pork, the Captain may order three Pounds of Beef to be given out in Lieu of two Pounds of Pork.
7. One Day in every Week, there shall be issued out a Proportion of Flour and Suet in Lieu of Beef, but this is not to extend beyond four Months Victualing at one Time.
8. Only three Months Butter and Cheese shall be supplied for Foreign Voyages, the Remainder to be made up in Olive Oil.
9. One Tun of Iron-bound Casks for Water, and a Bundle of Wooden Hoops, is allowed for every hundred Men *per* Month, in Home Voyages; but in Foreign Voyages, such farther Quantity as shall be thought necessary.
10. In Home Voyages, half the Proportion of Beer to be contained in Iron-bound Casks, but in Foreign Voyages three-fourths; and every Cask is to have the Contents marked on the Head in Gallons, *Winchester* Measure.
11. To prevent the buying of Casks Abroad; all Casks (in foreign Voyages) are to be new.
12. Provisions (if Necessity require it) may be supplied by Order of the Commander in Chief, to the Agent; and in urgent Cases, a Captain by his Warrant may supply the same.
13. Victualing Vessels consign'd to one Ship, may not be stop'd by a Captain belonging to another, to take any Part of her Lading; they are also to be unladen with Dispatch, and sent away.
14. Provisions are to be sent on Board without Charge to the Purser; and the Masters of such Vessels are

to see the same delivered into the Slings of the Ship they are consigned to, by careful Men; and must deliver to the Captain, a proper and perfect Bill Lading.

15. If any Provisions slip out of the Slings, or damaged through Carelessness, the Captain is to charge the Value against the Wages of the Offender.

16. No Provisions are to be refused, until the Captain or Commanding Officer shall cause the same to be surveyed; and if they then appear unfit for Use, he is to return them, together with the original Survey.

17. Provisions are frequently to be inspected (in foreign Voyages;) and all proper Care taken for the Preservation thereof.

18. Provisions spared to another Ship in due Force is to be made good by a new Supply from the Agent at the next Port, upon producing the proper Order.

19. Fresh Meat is to be allowed twice a Week (where it can be conveniently done) instead of Salt Meat; three Pounds of Mutton accounted for a four Pound Piece of Beef, or a two Pound Piece of Pork with Pease.

20. Prize Provisions may be issued to His Majesty's Ships, if in Want, (and those good in their Kind) after Survey being first regularly made; but this is not to be done whilst any of the Ship's Provisions of the same Species are remaining.

### *Of Short-Allowance Money.*

1. **T**HE Captain is to make out Short-Allowance Lists, with the Assistance of the Purser; which must be compared with the Muster and Sick Book, and signed by himself, the Purser, Master, and Boswain, before they are sent to the Commissioners of Victualing.

2. In Foreign Parts, the Short-Allowance Money to be paid every three Months; and where there is an Agent Victualler, the Purser by Warrant from the Commander in Chief, or Senior Captain, may take up Money to discharge the same, upon the best Exchange, and draw Bills upon the Commissioners of the *Victualling*.
3. The Commander in Chief is to attest the Bills, certify the Exchange, comptrol the Payment, what Cash remains in Hand, and this Surplus is to be appropriated to the next or succeeding Payment.
4. If the Ship is alone, the Captain is directed to act as Commander in Chief, or Senior Captain.
5. The Purser, by the first Opportunity, is to send a List to the Commissioners of the *Victualling*, and by the next safe Conveyance, another.
6. The Ship's Company is to be paid their Short-Allowance in *Sterling Value*, and to have the Benefit of Exchange.
7. The buying of Short-Allowance Money, directly or indirectly, is strictly forbid; and the Parties themselves are to be paid, without any regard to Notes, or other Obligation whatsoever.

## OF SLOP CLOTHES.

WHEN Slops are sent on Board, they must be compared with the Sample, by the Captain, Master, Purser, and Boatswain, and such as do not agree in Goodness with the Pattern, are to be rejected.

If the Ship sails before the Examination can be made, and then any shall prove inferior in Goodness, they are to be returned, or proportional Abatements made in the Price.

3. Seamen (destitute of Necessaries) may be supplied with Slops as far as a Month's Wages in Time of Pres.

4. None are to receive a second Supply, until they have served full two Months, and then not exceeding ten Shillings, and so in Proportion, ten Shillings more every two Months, if they shall be in Want.

5. Slops are to be issued out publickly; and as the Captain is not to suffer those to be supplied who are not really in Want, so he is to oblige those who are ragged, or want Bedding, to receive such Necessaries as they want, not exceeding the Limits aforesaid.

6. The Captain is to keep a Slop-Book, according to Form prescribed, and before the Payment of the Ship, or on his Removal, he is to send the same to the *Comptroller of the Navy*, duly signed.

7. On the Discharge of a Man by Ticket, the Value of the Clothes he has been supplied with must be noted upon the same in Words at Length.

8. If Necessity require the buying of Clothes in Foreign Parts, the Captain must procure them of the Kind used in the Navy, and as moderate as possible; he must also (by the first Convenience) send an Invoice of the same to the *Navy-Board*.

9. Contractors for Slops, are to allow the Purser twelve Pence in the Pound for keeping the Clothes and Accounts; but if any Disagreement arises, they may intrust their Goods with any other Officer in the Ship.

10. The Person who keeps the Slops, must give Bonds to the Contractors for the faithful Discharge of his Trust; nor can he receive any Wages, without Certificates from them, that all Accounts are discharged.

11. All possible Care must be taken, that no more Beds be demanded than are necessary, and those answerable to the Contract.

12. When a Seaman dies on Board, his Clothes &c. may be sold by Auction, and the Produce charged

against

against the Buyers on the Muster and Pay-Books; a particular Account of the same must also be kept in the Slop-book. The Purser is to be allowed twelve Pence in the Pound for his Trouble, who is also to give the Executors, &c. of the deceased, a particular Account of the Clothes sold, and to whom.

13. Seamen are not permitted to bid for the Clothes of dead Officers, that are above their Wear; nor bid for Effects above their real Value, nor purchase more than their Wages can answer, agreeable to Allowance.

14. On the Death, &c. of a Purser, the Slops, Clothes and Bedding remaining, are to be surveyed, and delivered to the Successor, by Inventory in due Form.

## *Of PILOTAGE.*

SHIPS bound out of the *Thames*, or from the *Nore*; the Captain is to apply to the Navy-board for a Pilot, and not to employ any but such as are sent to him by the *Trinity-House*; but when a Ship is to depart from the *Downs* to the *Thames* or *Medway*, he is to employ one belonging to the Society of Pilots at *Dover*.

2. Captains are not to take Pilots unnecessarily, nor bear them longer than is necessary; and when discharged to give them Certificates.

3. When the constant Attendance of a Pilot is required on Board, he is to be so rated upon the Books, and borne within the Complement.

4. The Master or Mate (with the Captain's Consent) may act as Pilot if none can be got; and for Encouragement shall have half a Pilot's Allowance.

## OF CONVOYS.

1. **A** Commander appointed to convoy the Trade of His Majesty's Subjects, must give necessary and proper Instructions, in Writing, and signed by himself to all the Masters of Merchant Ships under his Protection.

2. He is to take an exact List in proper Form, containing the Names of all the Ships and Vessels under his Convoy; and send a Copy thereof to the Secretary of the *Admiralty*, before he sails.

3. He is not to receive any Gratification, nor suffer any one else in the Ship so to do.

4. He is not to chase out of Sight of his Convoy but be watchful to defend them from Attack or Surprise; and if distress'd, to afford them all necessary Assistance.

5. If the Master of a Ship shall misbehave himself by delaying the Convoy, abandoning the same, or disobey the established Instructions, the Commander is to report him, with a Narration of the Fact, to the Secretary of the *Admiralty*.

6. He is to carry a Top Light in the Night to prevent Separation.

7. The Commander in Chief may order his Signals to be repeated, by as many Ships of War under his Command as he shall think fit.

8. When different Convoys set sail at the same Time or join at Sea, they are to keep Company so long as their Courses lie together: And when it thus happens the eldest Commander of a Convoy shall command the first Post; the next eldest in the second, and so on. Nor is any private Captain to take Umbrage hereat, it is not intended to his Prejudice, but to preserve Order while they are together.

9. Commanders of different Convoys are to wear the Lights of their respective Posts, and repeat the Signals in Order, as is done by Flag-Officers.

10. Convoys are to sail like Divisions, and proper Signals are to be made at Separation.

11. Commanders of Convoys are to take under their Care, all such Ships of His Majesty's Friends or Allies, whose Masters shall desire it, and those ready to sail.

## OF PRIZES.

1. PRIZES are not to be broke open; But the Hatches are immediately to be spiked up, and her Lading and Furniture secured from Imbezzlement, until condemn'd in the *Admiralty-Court*.

2. The Captain is to cause the Officers of the Prize to be examin'd, and three or more of the Company, who can give best Evidence, are to appear at the *Admiralty-Court*: Likewise all Charterparties, Bills of Lading, &c. ought to be secured, and produced in Court.

3. Prisoners who are His Majesty's Subjects are to be strictly observed, their Names taken down in Writing, and the Circumstances of their being taken, &c.

4. The said Prisoners are to be examined, together with his own Witneses, before some Magistrate; and Copies of their Declarations are to be sent to the Secretary of the *Admiralty*.

5. When a Privateer is taken, great Care must be had to secure the Ship's Papers, the Commission especially; or if no legal Commission be found, they are to be committed as Pyrates.

6. Ships of War in His Majesty's Pay, are intitled to the sole Property of all their Prizes, after legal Condemnation; but Privateers to pay One-tenth Part to the *Admiralty*.

7. Officers

7. Officers and Seamen belonging to Privateers are intitled to the Profit of their Prizes, according to Contract made with the Owners.

8. Judges in the *Courts of Admiralty* Abroad, unnecessarily or wilfully delaying the Trial of Captures, are liable to the Forfeiture of five hundred Pounds.

9. The Charges for condemning any one Prize Abroad, shall not exceed ten Pounds, in Case such Capture be under the Burden of one Hundred Tuns; not fifteen Pounds, for that or a greater Burden.

10. Goods imbezzled on Board any Prize, the Author shall forfeit treble the Value.

11. Prizes are not exempted from the Payment of the National Customs and Duties; and all Shares of Prize not legally demanded in three Years are appropriated to the Use of *Greenwich-Hospital*.

12. Five Pounds *per Head* Bounty-Money, is allowed for taking or destroying Men of War or Privateers belonging to the Enemy.

13. Goods belonging to the Subjects of *Great-Britain* if re-taken from the Enemy, before they have been in their Possession Twenty-four Hours, the Owners are to allow One-eighth Part of the Value for Salvage; if above Twenty-four Hours, and under Forty-eight Hours, One-fifth Part thereof; if above that, and under Ninety-six Hours, One-third Part thereof; and if above that, One-half, without any Deductions.

14. Offenders on Board Privateers, are to be punished as if on Board Ships of War.

15. No Privateer, &c. in *America*, is to take on Board any Servant, without the Consent of his Master, but shall duly obey the Laws of the Country.

*Prizes taken by His Majesty's Ships of War, and Bounty for taking or destroying those of the Enemy, &c. are proportioned and distributed in the Manner following, viz.*

**T**HE neat Produce of all Prizes taken by His Majesty's Ship's of War, and Bounty-Money for Prisoners taken in such Prizes, is divided into Eight equal Parts, and distributed as follows :

2. To the Captain actually on Board at the Time of taking any Prize, Three Eighths.
3. If taken by a Ship under Command of a Flag, the Flag-Officer is to have one of the said Eighth Parts, and the Captain the other Two.
4. To the Captains of Marines, Land-Forces, Sea-Lieutenants, and Masters, One-Eighth to be equally divided.
5. To Lieutenants and Quarter-Master of Marines, Lieutenants, Ensigns, and Quarter-Masters of Land-Forces, Boatswain, Gunner, Purser, Carpenter, Master's Mates, Surgeons and Chaplains, One-Eighth.
6. To the Midshipmen, Master at Arms, Serjeants of Marine, of Land Forces, Carpenter's Mates, Boatswain's Mates, Gunner's Mates, Corporals, Yeomen of the Sheets, Cockswain, Quarter-Master, Quarter-Master's Mates, Surgeon's Mates, and Yeomen of the Powder-Room, One-Eighth.
7. To the Trumpeters, Quarter-Gunners, Carpenter's Crew, Steward, Cook, Armourer, Steward's Mate, Cook's Mate, Gunsmith, Cooper, Swabber, ordinary Trumpeter, Barber, able Seamen, ordinary Seamen, Volunteers by Warrant, and Marine, or other Soldiers, (any) Two-Eighths.

Any

Any Officer on Board such His Majesty's Ships of War, having more Posts than one, is only intituled to the Share belonging to his superior Office, according to the Regulations aforesaid.

Commanders of Ships of War, taking any Prize, are to transmit (as soon as possible, to the Commissioners of the *Navy*) a true List of the Officers and Men actually on Board, at the taking of such Prize, inserting therein the Quality of every Person's Service; and this to be subscribed by themselves, and three or more of the chief Officers on Board.

The Commissioners of the *Navy*, or any three or more of them, (on Condemnation of such Prize) are to examine the said List by the Ship's Muster-Book, to see their Agreement; and are to grant Certificates of the Truth of such Lists to them transmitted, (if requested) to the Agents appointed by the Captures: Also are to give such Agents Lists from the Muster Book, and to aid and assist them towards forwarding the Payments of the Shares.

*The Rights and Privileges of Flag-Officers and Commanders, in Relation to Captures from our Enemies at Sea.*

1. A Flag-Officer commanding in Chief upon Service shall have One-Eighth Part of all Prizes taken by Ships under his Command.

2. A Flag-Officer sent to command at *Jamaica*, or elsewhere, shall have no Right to any Share or Prize taken by Ships employed there, before he arrives within the Limits of his Command.

3. That when an inferior Flag-Officer, or private Ships, are sent out to reinforce a Superior Flag-Officer at *Jamaica*, or elsewhere, the said superior Flag-Officer shall

shall have no Right to any Share in Prizes taken by them before their Arrival, within the Limits of his Command.

4. That a Chief Flag-Officer, returning Home from *Jamaica*, or elsewhere, shall have no Share in Prizes taken by Ships left at *Jamaica*, or elsewhere, after he has got out of the Limits of his Command.

5. That if a Flag-Officer is sent to command in the Out-Ports of this Kingdom, he shall have no Share in Prizes taken by Ships that sail from that Port, by Order from the *Admiralty*.

6. That when more Flag-Officers than one serve together, the Eighth Part of all Prizes taken by any Ships of the Fleet or Squadron, shall be divided in the following Proportion, *viz.* If there be but two Flag-Officers, the Chief shall have Two-third Parts, and the other One-third; but if the Number of Flag-Officers be more than Two, the Chief shall only have One-half, and the other Half shall be divided equally among the others.

7. That Commodores with Captains under them, shall be esteemed as Flag-Officers, with Respect to their Right to an Eighth Part of Prizes, whether commanding in Chief, or serving under Command.

As to the Method of condemning Prizes, and the various Regulations relating to His Majesty's Ships of War and Privateers, I refer the Reader to those well calculated Acts of Parliament, made for the Security and Interest of the Nation, especially that intituled, *An Act for the better Encouragement of Seamen in His Majesty's Service, and Privateers, to annoy the Enemy.*

## EXERCISE of the SMALL-ARMS.

**T**HE Seamen, who are to perform the Exercise of the Small-Arms, are to be drawn out in one Rank with their Firelocks upon their Left Shoulder, and countred with Swords, Bayonets, and Cartouches; and two Paper Granadoes, or Wads in Pouches; and Maps hanging at the Girdle, on the contrary Side.

The Lieutenant at Arms is to stand opposite to the Middle of the Rank, with a Firelock rested on his Left Arm; the Master at Arms to stand near him, with a Firelock in his Hand; and the two Corporals to stand opposite to each End of the Rank, with Firelocks in their Hands.

## Words of Command.

1. *Take Care.*

## Explanation.

As soon as the Word of Command is given, there must be a profound Silence observed, the Seamen making no Motions either with their Head, Body, Feet, or Hands, but such as shall be ordered, looking to the Officer who is to give the Word of Command, carrying their Firelocks strait on their Shoulders, Barrels Muzz'es high, pressing the Guard to their Breast, the Feet a Step Distance, the Heels in a Line, and the Toes turned out.

2. *Join your Right hand to your Firelock.*

Turn your Firelock inwards with the Left-hand, Butt to be sunk a little, and at once take hold with the Right-hand behind the Lock, both Elbows in an easy Line, but not constrained.

3 *Poise your Firelocks.*

Bring up the Firelock from your Shoulder, with both Hands with a quick Motion, at the same Time thrust from you with your Right-hand; in doing which, let your Left-hand fall down by your Side, the Side-plate opposite to your Neck, with your Arm a little bended, the Lock turned outwards, and the Thumb inwards, right against the Face, and your Feet in the same Posture when shouldered.

4. *Join your Left-hands to your Firelocks.*

Turn your Firelock the Barrel towards you; at the same Time seize it with your Left-hand, so that the little Finger touch the Lock; hold your Firelock in both Hands, with your Arms extended as much as possible, without Constraint; then tell 1, 2, and with quick Motion bring your Firelock down, the Butt opposite to the right Knee, the Muzzle pointing a little forwards, the Stock in your Left-hand, with your Right Thumb on the Cock, the Fore-finger before the Trigger, and the other Fingers behind the Guard. At the same Time that you bring down your Firelock, you must step a little back with your Right Foot, the Toe pointing to the Right, the right Knee stiff, the left Knee a little bending, your Body very strait, and Face to the front as much as possible.

5. *Cock your Firelocks.*

Keep your Thumb upon the Cock, and bring up your Firelock with both Hands before you, the Cock high; at the same Time bring up your right foot, the Heel within half a Foot of the Hollow of the left Foot, and the Toe pointing to the Right, the Firelock close to your Breast, that you may the easier reach the Cock; tell 1, 2, and Cock; and at the same Time thrust your Firelock quick from you with both Hands,

I

holding

holding your Thumb upon the Cock, your Fore-finger before the Trigger, keeping your Arms stretched out before your Body.

#### 6. *Present.*

In Presenting, take away your Thumb from the Cock, and move the right Foot a little back, the Toe turned to the Right, the Body to the Front, and place the Butt in the Hollow, betwixt the right Breast and the Shoulder, keeping the Fore-finger before the Trigger, but without touching it, and the other three Fingers behind the Guard, the Elbows in an equal Line, the Head strait upward, the Body upright, but a little pressed forwards against the Firelock, the left Knee a little bent, and the right Knee stiff.

#### 7. *Fire.*

As soon as this Command is given, draw the Trigger briskly with the Fore-finger, and take Care you draw the Trigger but once.

#### 8. *Recover your Arms.*

Bring up your Firelock strait before you; the Cock Neck high, the right Heel near the Hollow of your left Foot, keeping the Posture as in Explanation 5.

#### 9. *Half cock your Firelocks.*

Bring the Firelock close to your Breast, and half bend your Cock, then tell 1, 2, and thrust it from you with your Hands.

#### 10. *Handle your Cartridge.*

Fall back briskly with the right Foot behind the left, that the Heels come strait behind one another, the left Toe pointing to the Front, and bring down your Firelock to the Right at the same Time with both Hands, and a quick Motion, keeping the Muzzle in a Level

with the rest of the Barrel ; tell 1, 2, and quitting the Firelock with the Right-hand, clap it to your Cartridge box, open it, and take out one of the Cartridges. Bring the Cartridge to your Mouth, bite off the Top of it, and bring it to the Side of the Pan, holding it in your full hand, with your Thumb on the Top of it.

*II. Prime.*

Let the Muzzle of the Musquet sink, till it lies level with your Left-hand, at the same Time bring the Cartridge to the Pan, and shake out as much Powder into the Pan, as it will conveniently hold, and then put the End of the Cartridge that is bit, betwixt your Teeth, and step it there.

*12. Shut your Pans.*

Take hold of the Steel with your Thumb upwards, and your two Fore-fingers under ; tell 1, 2, and shut your Pan ; tell 1, 2, and seize your Firelock with your Right-hand behind the Lock ; then tell 1, 2, and bring the Firelock to the Recover.

*13. Cast about to Charge.*

Turn the Firelock with both Hands, the Barrel outwards ; tell 1, 2, and let go the Right-hand, bringing down the Firelock with the Left ; step forwards with your Right Foot, though not directly before the Left, but turn it a little to the Right, that the Body may present itself the better forwards, taking hold of the Muzzle with the Right-hand, that the bringing down of the Firelock, the moving the right Foot, and taking hold of the Muzzle, be done at the same Time ; hold it with your Right-hand, the Thumb upwards, near the Rammer, and the Barrel downwards, keeping the Body straight, only the Right Knee a little bent, which must remain so, till you have charged.

*14. Charge with Cartridge.*

Take the Cartridge from your Mouth, and put the End which is bit off into the Muzzle of your Firelock turning your Hand and Elbow; tell 1, 2, raise your two Fore-fingers; tell 1, 2, clap them on the Muzzle briskly, and remain so with your Right Elbow square.

*15. Draw your Rammers.*

Seize the Rammer with your Fore-finger and Thumb of the Right-hand, the Thumb upwards; tell 1, 2, and draw it out as far as your Arm will reach; tell 1, 2, and take hold of it close to the Stock, turning the Thumb downwards; then tell 1, 2, and draw it quite out, holding it between the Thumb and the two Fore-fingers, the whole Arm stretched out even with the right Shoulder, the small End towards you, and the other from you in an even Line.

*16. Shorten your Rammers.*

Move the Middle-finger, which supports the Rammer, and turn it quick with the thick End down, and hold it so in your Hand, with an out-stretched Arm, in a Line with your Shoulder, the Thumb upwards; tell 1, 2, and set the thick End against the lower Part of your Breast; tell 1, 2, and slip your Hand down to the Hand's Breadth of the End, the Rammer in a Line with the Barrel, the Thumb upwards, and the Elbow a little turned out from the Body.

*17. Put them in the Barrels.*

Bring the Rammer a little above the Muzzle, and place the thick End on the Cartridge; then tell 1, 2, and thrust it down as far as your Hand will permit; tell 1, 2, and seize it about the Middle; tell 1, 2, and thrust it down as before; tell 1, 2, and seize it at the Top; tell again 1, 2, and thrust it down

your Hand, holding your Rammer fast with your Thumb upwards.

*18. Ram down your Charge.*

Draw the Rammer as far as the Arm unforced will permit; then tell 1, 2, and ram down the Charge with ordinary Force, holding the Rammer as before.

*19. Recover your Rammers.*

Draw your Rammer with a quick Motion, until half of it be out of the Barrel; tell 1, 2, seize it close to the Muzzle, with the Hand turned, the Thumb downwards, then tell 1, 2, and draw it quite out of the Barrel, holding it with the thick End towards your Shoulder, observing the same Position as in Explanation 15.

*20. Shorten your Rammers.*

Turn down the small End of your Rammer with your two Fore-fingers and Thumb; tell 1, 2, and set it against your Breast; then tell 1, 2, and slip your Hand within a Foot of the End, observing the Directions in Explanation 16.

*21. Return your Rammers.*

Bring the small End of the Rammer with a gentle turn under the Barrel, and place it in the Stock; tell 1, 2, and thrust it in as far as your Hand will permit; tell 1, 2, and seize it in the Middle; tell 1, 2, and thrust it down as before; tell 1, 2, and set the Palm of your Hand against the thick End; then tell 1, 2, and thrust it quite down.

*22. Cast off your Firelocks.*

Extend your right Arm to the Right in a Line with your Shoulder; tell 1, 2, and take hold of your Firelock, your Thumb even with the Muzzle; then tell

1, 2, and thrust the Firelock from your Body, observing  
Explanation 13.

23. *Your Right-hands under your Locks.*

Face on the left Heel to the Left, at the same Time turning the Muzzle directly up, you seize the Firelock with the Right-hand behind the Lock, holding the Firelock from your Body, and your Hands as low as you can, without Constraint.

24. *Poise your Firelocks.*

Face very quick on your left Heel to the Right, and at the same Time bring the Firelock with the Right hand before you, letting your Left-hand fall down by your Side, pushing the Firelock suddenly with the Right hand forwards, the Arm a little bended, so that the thrusting forward of the Firelock, and the setting down of the right Foot, be done at the same Time.

25. *Shoulder your Firelocks.*

Turn your Firelock with the Right-hand, the Barrel outwards, and the Guard inwards against the left Shoulder; at the same Time seize the Butt with your Left hand, placing your Thumb in the Hollow; tell 1, bring it with both your Hands upon the left Shoulder without moving your Head, and keep both Elbows in Line; tell 1, 2, and quit your Right-hand, letting it fall down by your Side, sinking your left Elbow at the same Time.

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left.

## EXERCISE of the BAYONET.

### Words of Command.

26. *Poise your Firelocks.*

### Explanations.

**T**HIS is done as in Explanation 2, 3.

27. *Rest on your Arms.*

Sink your Firelock as low as you can, without Constraint, with your Right-hand, seizing it at the same Time with your Left, the Height of your Chin, the Left Elbow turned out; tell 1, 2, and seize the Muzzle with your Right hand; then tell 1, 2, and bring the Butt to the Ground, slipping up your Left-hand at the same Time close to your Right.

28. *Draw your Bayonets.*

Seize your Bayonet with the Right-hand; tell 1, 2, draw it out briskly, facing full to the Right, with an extended Arm, the Point of the Bayonet straight up, with your Thumb in the hollow of the Shank, that the Notch of the Socket may come even with the Sight of the Barrel, when you fix it on the Muzzle.

29. *Fix your Bayonets.*

Turn briskly up with Foot and Hand to the proper front, placing the Socket of the Bayonet on the Muzzle; tell 1, 2, and thrust it down as far as the Notch will permit; tell 1, 2, turn it from you, and fix it; tell 1, 2, casting your Hand a little to the right with a square Elbow; then tell 1, 2, and seize your Firelock with the Palm of your Right-hand on the Back of your Left,

30. *Rest*

*30. Rest your Bayonets.*

Raise the Firelock with your Right-hand as high as your Forehead, and slip your Left-hand at the same Time as low as possible, without Constraint; tell 1, 2, raise your Firelock with your Left-hand, turning the Barrel towards you, and at the same Time seize it under the Lock, observing the Posture in Explanation 8; tell 1, 2, and come to your Rest, as in Explanation 4.

*31. Charge your Bayonets Breast high.*

Bring your Firelock to the Recover; tell 1, 2, throw back your Right-hand; tell 1, 2, and clap the Plate against the Plate of the Butt, the Barrel being towards you; tell 1, 2, and falling back with your right Foot, your Heels in a Line, come to your Charge, having the Butt End in a full Right-hand, your Thumb upon the Barrel upwards, the left Elbow turned out from the Body, and the Point of the Bayonet the Height of your Breast.

*32. Push your Bayonets.*

Push your Bayonet forwards without raising or sinking the Point, and at the same Time bring the Butt of the Firelock before your Left-breast; tell 1, 2, and bring it back to its former Posture.

*33. Recover your Arms.*

Seize your Firelock with the Right-hand behind the Cock; tell 1, 2, and come up to your Recover.

*34. Rest on your Arms.*

This is done as in Explanation 27.

*35. Unfix your Bayonets.*

Slip up your Bayonet with the Right-hand ; tell 1, and turn it towards you ; then tell 1, 2, and slip it quite off the Muzzle, thrusting it from you at the same time.

*36. Return your Bayonets.*

Turn briskly to the Right on the left Heel, with an extended Arm, and the Point of the Bayonet upwards ; tell 1, 2, sink the Point of your Bayonet, and place it in the Scabbard ; tell 1, 2, and thrust it quite in, holding up your Heads, and looking to the Right ; tell 1, 2, and extend your Arm to its former Posture, and come briskly up to your proper Front, seizing the Firelock near the Muzzle, with your Right-hand above the Left.

*37. Poise your Firelocks.*

This Motion is done as the first Motion in Explanation 30 ; tell 1, 2, and raise the Firelock with the left-hand ; seizing it with the Right-hand under the lock ; tell 1, 2, and thrust it from you, coming to the poise.

*38. Shoulder your Firelocks.*

This is done, as in Explanation 25.

**EXER-**

EXERCISE *of the* GRANADOES.

## Words of Command.

39. *Join your Right-hands to your Firelocks.*

## Explanations.

**T**HIS is done in the same Manner as has been shewn in the Exercise of the Firelock, Explanation 2.

40. *Poise your Firelocks.*

This as in Explanation 3.

41. *Join your Left-hands to your Firelocks.*

This as in Explanation 4, with this Difference, that you are to take the Sling in your Left-hand, when you seize the Stock.

42. *Cock your Firelocks.*

This as in Explanation 5.

43. *Present.*

This as in Explanation 6.

44. *Fire.*

This as in Explanation 7.

45. *Recover your Arms.*

This as in Explanation 8.

46. *Handle your Slings.*

Turn the Firelock with both Hands, that the Lock come outwards, holding it before your Body; tell

and step out with your Right Foot to the Right Side, drawing at the same Time your Sling with your Left-hand quick to your Left-side, in an equal Line with your Firelock, the Thumb upwards, and stand thus, 'till the following Word of Command.

*47. Sling your Firelocks.*

Bring the Sling with your Left-hand just above your Right Shoulder, and at the same Time bring your Firelock with your Right-hand under your Left Elbow; tell 1, 2, and draw the Sling with your Left-hand, making loose the Right, that the Firelock may hang on the Right Shoulder with the Muzzle up, and the Butt End downward, bringing both Hands to hang by your Sides.

*48. Handle your Granadoes.*

Face nimbly upon the Left-heel to the Right; keep your Right-hand extended the Height of your Shoulder; tell 1, 2, and elap it briskly upon your Pouch, seizing, there be Occasion, your Granado; tell 1, 2, and bring it with an out-stretched Arm, your Thumb against the Fuze, and stand in this Posture.

*49. Open your Fuze.*

Bring your Granado to your Mouth with your Right-hand; tell 1, 2, open your Fuze with your Teeth, and cast it nimbly from you to its former Place.

*50. Guard your Fuze.*

Cover the Fuze with your Thumb, without making further Motion.

*51. Handle your Matches.*

Bring your Left-hand to your Girdle, and take out a Match between your Thumb and your two Fore-fingers;

fingers; tell 1, 2, and thrust out the Left-hand with the Match quickly forward, letting the Right-hand hang down by your Side at the same Time.

*52. Blow your Matches.*

Bring your Match before your Mouth; tell 1, blow it with a strong Blast, and thrust it at the same Time to its former Place.

*53. Fire and throw your Granadoes.*

Meet your Granadoe with your Left-hand opposite your Right-thigh, bending the Right-knee, and keep the Left-knee stiff; fire the Fuze at the same Time then tell 1, 2, and throw the Granadoe with a full Arm, and stepping forward with the Right Foot even with the Left; tell 1, 2, and let your Right-hand hang by your Side, keep the Left-hand with the Match extended.

*54. Return your Matches.*

Bring both Hands before your Body; tell 1, 2, and put the Match in its former Place; tell 1, 2, and both Arms hang down to your Sides.

*55. Handle your Slings.*

Seize the Sling with your Left-hand, as low as you can reach; tell 1, 2, and slip your Left-elbow under the Firelock, letting the Stock lie between the Thumb and the two Fore-fingers, the Barrel upwards, and the Butt End pointing to your Left.

*56. Poise your Firelocks.*

Seize the Sling about the Middle with your Right hand; tell 1, 2, and bring the Firelock to lie on your Left Shoulder, and the Sling on your Right, the Barrel upwards, and the Butt End before you; tell 1, 2, and

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ring the Sling with your Right hand, over your Head, and the Firelock with your Left, strait before you, the Muzzle upwards, and the Barrel turned forward; tell 1, 2, and cast the Sling quick with your Right-hand towards your Left, turning at the same Instant the Lock outwards; tell 1, 2, and place the Right-hand under the Lock, the Thumb upwards, then tell 1, 2, and thrust the Firelock briskly from you, letting your Left-hand fall by your Side.

*57. Half cock your Firelocks.*

Seize the Firelock with your Left-hand, turning the Barrel inwards, as in Explanation 41; tell 1, 2, and Half Cock, as in Explanation 46.

Then go on, as in the first Part of the Exercise.

After the Seamen have perfectly learned the Exercise of their Arms, they may be sometime drawn up in one, two, or three Ranks, and taught to do the Running Fire, and also firing by Platoons.

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EXERCISE of the GREAT-GUNS.

THE Guns are to be loaded with Powder and Shot, the Water-Tubs in their Places, the Matches lighted, the Crows, Handspikes, Spunge Staves, and Rope Lances, placed in order by the Guns, and the Men at their Quarters.

Words of Command.

1. *Take Heed.*
2. *Silence.*
3. *Cast off the Tackles and Breechings.*

K

4. *Seize*

4. *Seize the Breechings.*
5. *Take out the Tampion.*
6. *Take off the Apron.*
7. *Unstop the Touch-hole.*
8. *Handle the Priming Wire.*
9. *Prick the Cartridge.*
10. *Handle the Powder-horn.*
11. *Prime.*
12. *Bruise the Priming.*
13. *Secure the Powder-horn.*
14. *Take hold of the Apron.*
15. *Cover the Vent.*
16. *Handle your Crows and Handspikes.*
17. *Point the Gun to the Object.*
18. *Lay down your Crows and Handspikes.*
19. *Take off the Apron.*
20. *Take your Match, and blow it.*
21. *Fire.*

You must take Care that the Guns do not touch the Side of the Port, when you Fire.

22. *Stop the Touch-hole.*
23. *Handle the Spunge Staff.*
24. *Spunge the Gun.*

In Spunging the Gun, the Spunge is to be drawn backwards and forwards two or three Times, as well as pushed home strongly, and in taking it out, to strike it round two or three Times in the Gun. Observe to strike your Spunge well on the Muzzle of the Gun to cleanse it. If you make Use of a Rope Spunge, observe to the S

Observe to shift Ends, and have your Rammer-Head at hand.

25. *Handle the Cartridge.*  
26. *Put it into the Gun.*

You must put the Cartridge in as far as you can reach with your Arm, the lower End first, and Seam of the Cartridge downwards.

27. *Wad to your Cartridge.*
28. *Handle the Rammer.*
29. *Ram home Wad and Cartridge.*

Observe to give two or three Strokes, to ram it well  
me.

30. *Unstop the Touch-hole.*
31. *Handle the Priming Wire.*
32. *Try if the Cartridge be home.*
33. *Draw the Rammer.*
34. *Shot the Gun.*
35. *Wad.*
36. *Ram home Wad and Shot.*
37. *Draw the Rammer.*
38. *Stop the Touch-hole.*
39. *Lay on the Apron.*
40. *Run out the Gun.*

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If you Exercise the Lee Guns and it blows fresh, you  
keep one Tackle hooked to the Ring-bolt on the  
eck, near the Coamings, and the other Tackle hooked  
the Ring, in the Train of the Carriage. But if you  
Exercise the Windward Guns, keep both Tackles hook-  
to the Ship's Side, and the Train of the Carriage.

When you Exercise the Lower Deck Guns, have your Port Ropes or Port Tackle Falls clear, to let fall your Ports in Case of too much Wind, and Lanyards to make them fast.

Always, after the Exercise is over, take Care to have the Deck clean swabbed, that no scattered Powder be left.

## *Of HOSPITAL-SHIPS.*

1. **I**N Hospital-Ships, the Gun-Deck is entirely set a-part, for the Reception of the Sick; it is to be flush, without Cabins or Bulkheads, except a Deal or Canvas one, for separating such as have malignant Distempers; it is to contain the necessary Cradles and Bedding; two Pair of chequered Linen Sheets are allowed to each Bed: And Scuttles must be made, for Inlets of the Air.

2. In an Hospital-Ship there is allowed a Physician, Surgeon, four Mates and six Assistants, a Servant to the Surgeon, a Baker, and four Washermen.

3. The Captain of an Hospital-Ship is to subsist the Men under Cure, out of the best and newest Provisions in the Ship; and with fresh Meat as often as may be.

4. When the Sick are so well recovered as to return to their own Ship, upon a Signal given, and a Waft, the Captain is to send a Boat for them.

## *The PHYSICIAN.*

1. **T**HE Physician is to reside in the Hospital-Ship, or any, or in such other as the Commander in Chief shall appoint.

2. He is to visit the Sick in the Ships of the Squadron Division he belongs to, as often as is needful, together with the Surgeon of the Ship.
3. He may (with the Approbation of the Admiral or Commander in Chief) inspect the Chests of the Surgeons of the Squadron, and destroy all such Instruments and Drugs as are unfit for Use: He may examine their Journals and Method of Practice; and if irregular, he is to report them to the Commander in Chief.
4. He is to observe the Admiral's Orders; and demand no Fees from his Patients.

*Of Gratuities to the Relations of Officers, and Others, slain in Fight with the Enemy.*

**T**O a Widow is allowed a full Year's Pay, according to the Post her Husband served in at his Death.

2. Orphans, each the one-third Proportion of a Widow; and *Posthumous* Children are esteemed Orphans.
3. Orphans married are not intitled to any Bounty.
4. If there be no Widow, a Mother (if a Widow, and above fifty Years of Age) is intitled to a Widow's share.
5. The Relations of Officers of Fire-Ships, are intitled to the same Bounty, as those of Officers of like Rank, in Fourth Rates.
6. Captains are to set down the Names of the Slain, at the End of the Muster-Books, and on what Occasion.
7. This Bounty extends unto those who are slain in Tenders, in Boats or on Shore, as well as to those on board the Ships; also to those that are slain in Fight with Pirates, or in an Encounter with the Ships of Friends.

by Mistake ; also those who die of their Wounds after Battle, are all esteemed as Persons slain.

*Of Gratuities to Officers wounded in Fight with the Enemy, and to Officers hurt in the Service.*

1. IF an Officer receives a Wound that shall occasion the Loss of an Eye or Limb, or the total Loss of the Use of a Limb ; or that (upon Certificate from the *Surgeon's-Company in London*) shall be in Effect of equal Prejudice to the Habit of the Body, with the Loss of a Limb, he shall receive one full Year's Pay, and shall be allowed such Expences relating to the Cure (if not performed at his Majesty's Expence) as shall be certified reasonable by the said Company ; he shall also continue in Pay during the Time of his Cure.

2. With respect to the Year's Gratuity, Ships under the Third Rate, are to be esteemed as such.

3. Volunteers are also intitled to the same Bounty as Lieutenants.

4. If the Wounds received do not amount to the Loss of a Limb, nor are of equal Prejudice to the Body, the Charges of Cure are only allowed, and the Continuance of Pay as aforesaid.

5. Under the Term *Wounded in Fight*, is comprehended all the several Cases relating to those slain in Fight and those so wounded, are paid the Gratuity, &c. Application to the *Navy-Board*.

6. Inferior Officers, or Seamen hurt, maimed or disabled in the Service, by Certificate signed by the Captain, Lieutenant, Master, Surgeon, and one or more Warrant-Officers of the Ship, expressing the Nature of the Hurt, &c. are intitled to the Benefit of the Chest

*Chatham*

after Chatham, according to the Rules and Constitutions thereof.

*Of Pensions to Superannuated Officers.*

**B**OATSWAINS, Gunners, Carpenters, Pur-  
sers, and Cooks, (whose Employments are con-  
stant) must serve full fifteen Years; Masters and Sur-  
geons, (whose Employments are not constant) Eight  
Years in their respective Offices, before they are intitled  
to Superannuation.

2. Officers applying for Superannuation are to be ex-  
amined by the Physicians of the Sick and Wounded, (or  
in Default of that Commission, by the Physician of *Green-  
wich-Hospital*) in Conjunction with the *Surgeon's Com-  
missionary*, who are to report their Opinion (in Writing) of  
their Incapacity to serve His Majesty.

3. Officers, whose Employments are constant, being  
admitted to Superannuation, receive an annual Pension,  
equal to their Pay in the Ship of the highest Rate they  
have served in.

4. The Pensions of Masters are equal to half their  
Pay; and Surgeons are allowed the same Pensions as  
Masters of equal Rates.

5. Commission-Officers worn out or disabled in the  
service, are considered as their Cases may deserve, and  
His Majesty shall think fit.

*An Extract of some Instructions relating to  
the N A V Y.*

**V**OLunteers repairing on Board within the Limits  
prescribed, are intitled to Conduct-Money;  
Wages from the Day of their Entry, to Victuals  
from the Time of their Appearance, and to an Advance  
of

of two Months Wages, before the Ship proceeds to Sea.

2. At their coming on Board, they may be supplied with Slop Clothes, but the Value thereof must be deducted out of the said two Months Advance.

3. It is to be understood, that Seamen not turned over by Order of *Admiralty*, but shall voluntarily go or entering in Exchange for others discharged at their own Request, are not intitled to any Advance Wages.

4. Two Months Wages in fix, are allowed to be paid to inferior Officers and Seamen, if the Ship is in any Port of *Great-Britain*, or on the Coasts thereof, and not under Orders to be paid off.

5. But if the Ship is in any Foreign Parts, the same may be paid to the Attorneys of such as shall desire it, and this is to be done every six Months, while the Ship is in Commission.

6. Notwithstanding what is above observed in regard to inferior Officers and Seamen; it is directed, that the Ship shall be in any Port of *Great-Britain*, or on the said Coasts, at the End of eighteen Months, the whole Ship's Company shall receive twelve Months Pay, including the Advance, if any; and the same is to be repeated every eighteen Months from last Clearance.

7. Second Masters, Surgeon's Mates, Cook, Armourer, Gunsmith, Schoolmaster, Master at Arms, Corporal and Sailmaker, are termed inferior Officers, and all others who have not Commission or Warrant.

8. When inferior Officers or Seamen are turned over from one Ship to another, the Captain must not receive them in worse Quality than they served in the Ship moved from; those are also intitled to two Months Wages Advance; but if there be more inferior Officers than the Establishment of the Ship allows, the Secretary of the *Admiralty* must be therewith acquainted.

9. A Captain ordered to turn over his Men, must deliver a List of their Names and Qualities to the Captain they removed under; on such Removal they are entitled to their Wages, as well as to the two Months Wages Advance.

10. If a Ship may by Accident be disabled, so that her whole Ship's Company is removed into another, this is esteemed a turning over.

11. Volunteer Seamen are to be discharged, on procuring Preferment in any other of His Majesty's Ships; the Captain receiving him, giving a good Man in his room.

12. No Letter of Attorney is valid, unless made receivable, and attested by the Captain or Commander, and another of the signing Officers of the Ship to which they belong; or by the Clerk of the Checque of some of the Dock-Yards; or by the Mayor, or chief Magistrate of some Corporation.

13. Captains are to discourage Seamen from selling their Wages; and not to attest Letters of Attorney, if the same appear granted in Consideration of Money given for the Purchase of Wages.

14. Tickets of deceased Seamen, are to be sent to the *Navy-Board*, by every safe Conveyance; so that the Wages may be paid to the Executors, &c. of the Deceased.

15. Seamen unavoidably distressed in Foreign Parts, on proper Application, are to be received on Board any of His Majesty's Ships; and the Captain is to bear as many as come within his Complement, for Wages and Victuals, and the rest for Victuals only: Those Supernumeraries he is to put on Board any others of His Majesty's Ships he may meet with, that are short of their Complement; but if he meet with none, they are to be set on Shore at any Port of *Great-Britain* and unto.

*How*

*How to prepare a Ship for a close FIGHT.*

1. **BULKHEADS** are the Bulwarks of Close quarters, and are commonly assaulted with Vigour by the Enemy; therefore they ought to be substantial; at least Proof against a Musket-ball, as well to defend the Shot of their own Party as those of the Enemy; for when discharged out of the Steerage at an Enemy on the Main-Deck, they frequently fly against the Bulkhead of the Forecastle, or out of the Forecastle against the Bulkhead of the Steerage. But if they be not built Proof, they may be lined with Cork and over that broad Paunches or Mats wrought with the Strands of an old Hawser; and rather these, because if a Chance-shot from a Cannon (when an Enemy lieth thwart your Hawse or under your Counter) happen to pierce through the Bulkheads, these will not splinter, and if the Wood should splinter, these cannot come through the Lining.

2. Standing Cabbins, built half in the Steerage, and half upon Deck, as they are seldom thicker than Deal, are dangerous; for they not only give the Enemy an easy Entrance into the Close-quarters, but endanger the Men by Random-shot from the opposite Quarters; but if that Part upon Deck be Musquet Proof, they are of Use to flank the Bulkheads, especially that of the Steerage, when the Forecastle happens to be taken; to prevent the Enemy's placing Engines of War against them, when the Smoke covers them from the Sight of those in the opposite Quarters.

3. Decks jetting out far beyond the Bulkheads are inconvenient; they cover the Enemy upon the Rigging, while they cut down the Yards; or if that be prevented by the Top-chains, they may cut the Sail from

from the Yards: The Round-house perhaps may be thought a sufficient Flanker for the Rigging afore, and in the Main-mast; but it also may be thought as necessary to have as many Flankers to a Place as possible: and they in the Round-house may have their Hands full, while those in the Steerage are at Leisure to clear the Rigging, besides it may be convenient for them to quit their Quarters.

4. If the Bulkhead of the great Cabbin be well fortified, it may be of singular Use; for though the Enemy may force the Steerage, yet when they unexpectedly meet with another Barricade, and from thence a warm Reception by the Small-Arms, they will be thrown into great Confusion, and a Cannon ready loaded with Case-shot will do great Execution; but if this should not altogether answer the Purpose, it will oblige the Enemy to pay the dearer for their Conquest: For the Steerage may hold out the longer, and the Men will be the bolder defending it, knowing they have a Place to retire unto, and where they may capitulate for good Quarter at the last extremity.

5. Close-quarters are generally illuminated from aloft, and the Leaves or Shutters belonging thereto must be as strong as the Bulkheads; and those Leaves made to swing on Hinges, and clasp up against the Deck, may perpendicular be most convenient.

6. Scores in the Leaves of the Forecastle, ought to be so cut for the Cables, as to prevent Danger from the Anchors, if the Stopers and Shank-painters should be cut or shot; which may be done, if the Score be cut about the middle of the Leaf, in that Side next the Deck when shut, and as high as the Windless; and when the Leaves are down and the Cables in Pieces they may be made to fit the vacant Places and Bar, so that the Enemy can have no Advantage. The Score being cut, a Stopper may be clapt on below, and all apparent Danger prevented. Another Advantage arises, for

for now you may let go the Anchor, without opening the Leaves (when occasion require) by opening one the Bow-ports, and cutting away the Stopper and Sham painter; and so by bringing up upon a Leeward Tide may save your Ship without fighting. There is still another Advantage, that is, when a Ship is riding up the Coast in the Night, the Leaf may be let down at the Close-quarters secure against any Surprize the Enemy shall attempt.

7. A Ship lying thwart Hawse, and firing in at the Stern, is of dangerous Consequence; each Shot passing the great Cabbin, Steerage and Forecastle, rakes the Ship, and beats down the Bulkhead: Wherefore it would be very necessary to have (both at the Bow and Counter) Stanchions, two Foot Distance from each other and between these and the Bow or Counter, Old Jun Plats, Swabs, Beds, &c. leaving room only to traverse the Chace Guns: Ships thus fortified makes the Men keep their Posts with Courage, manage well their Chace Guns with Partridge; and thereby make great Havoc among the Enemy.

8. The Decks are in more Danger of being cut than exposed to the Enemy's Cannon, wherefore Bars of Iron may be let into each Plank to strengthen them, or if these make the Plank Iron-sick, you may nail Coamings upon the Quarter-deck almost as far aft as the Mizzen, and those may be laid with Gratings, or Hatchboards if short of Hands; they ought to be pretty thick; Coamings about a Foot high, and made of good Oak. The same Care must be taken of the Deck over the Forecastle, and if over the Poop it would not be amiss to have an Hatch there Eight Square, and about five Foot Diameter, would be of great Importance in an Engagement when the Smoke is thick, so that the Men cannot see the Enemy cutting up their Decks from the Quarters designed to flank the Place. They will also be of singular Use to flank the Rigging.

9. Leaves, Musquet Proof, must be fitted for the Great Cabbin and Round-house Windows, and it is better if they are made to swing upon Hinges; for when the Enemy is on Board the Quarter, they may toss in Hand-Granadoes, &c. so as to destroy or drive the Men out of those Quarters.

10. Look-holes must be made to these Bulk-heads, Sides, Stern, and Coamings, to put out Musquets, in order to clear the Deck, Quarters and Chains; and these ought to have their Diameters less than an Hand-Granado, lest the Enemy find means to toss those destructive Engines through them, which may do more mischief than their Cannon or Small Arms. In each Bulkhead it is necessary to have two Tires; the uppermost about four Foot and an half high, and the lowermost two Foot and an half, that if the Enemy lurk close to the Bulkheads, designing to wedge your Ports, cut your Bulkheads when the Decks are full of Smoke, or the Forecastle taken, you may force them away. Some of the upper Tire should cut sloping to flank the Rigging, and others next the Side obliquely to command the Wake of the Capstern or Main-mast out of the Steerage; and Mizen-mast out of the Round-house: And it is necessary to have a small Hole cut out in the Forecastle to command the Foremast; for if your Enemy finds Covert, he there views the Structure of your Ship, and does more Prejudice than can readily be imagined. Some should be cut in the Quarters, or fire at an Enemy along Side; if the Ship be low, these should be cut sloping to the Water; if low, cut them parallel, or rather elevated. In order to flank the Deck and Rigging, some should be cut in the Coamings also; and those that direct thwart the Ship, should be so much sloping as to command the Yard, that the Enemy cut not the Gaskets or Robbins. You must also cut some in the Leaves of the Great Cabbin, Round-house Windows, and Fore-Peak, some sloping and

and some parallel, as some well regulated Judgment shall direct.

11. If the Number of Look-holes exceed the Number of Men, it is very necessary to have Plates of Iron slide before those that are least useful or most suspected. Those in the Leaves of the great Cabbin need none. Nor the lower Tire in the Bulkhead, which will serve let in Light enough to see to charge a Musket, if no Candles must be supplied.

12. But instead of these Iron Plates, it will be much preferable to have Rolls fitted in the Bulkheads, Quarters and Coamings, after the Manner of that in the Steerage for the Whipstaff, and through these let the Look-holes be cut; and when there is no Occasion for them, they may be turned, the Holes covered, the Charge of Plate spared, and the Danger that may happen by open Look-holes prevented: Into one of the Rolls a Man may put his Musquet, turn it about till he spies an Enemy, discharge his Piece, and turn the Roll again without Damage, though an Enemy be before the Hole, and ready to fire into your Quarters; which he would easily do, if he should spy you lifting up the Plate beforementioned.

The Situation of these Rolls are different, and may be disposed as the Master shall think fit; but for the most Part, those in the upper Tire of the Bulkheads, and thwart Pieces of the Coaming must be parallel to the Deck, that they may be turned aloft to flank the Riggers. And those in the lower Tire of the Bulkheads, and the Parts of the Coamings that go fore and aft, must stand perpendicular to the Decks; the Holes in the Rolls must be cut long, that a Musquet may be mounted in those that stand perpendicular, and traversed from Starboard to Side in those that are parallel: Look-holes must be cut large, else you cannot traverse your Musquet, and if too large, they are exposed to Granadoes, both which are remedied by Rolls.

13. A Ship that carries but few Guns, requires the Ports to be cut to the greatest Advantage, and may be follows, viz. let the Foremast Ports on each Side in the Steerage and Round-house, and aftermost in the Fore-cabin be cut as near the Bulkheads as possible, leaving just Room to traverse the Guns; likewise let a Port on each Side be cut through these Bulkheads, that the Guns may easily be turned from the Sides to the Bulkheads: Also in the Great Cabin and Round-house on each Side, let a Port be cut as near the Counter; let two be cut out of the Great Cabin, and as many out of the Round-house through the Stern, that your aftermost Guns may with Expedition be made your Stern Chace: Thus the Stern of a Ship of Eight Guns, may be made equal Force with her Broadside. Then let your fore-cabin Ports in the Forecastle be cut close forward, that they may be serviceable if a Privateer be either along the Rear or thwart your Fore-foot.

14. The Ports must turn free upon the Hinges, as thick and strong as may be, with good Port-ropes, in which must be put between Strands a Piece of Stick, to keep the Port, when up, from coming too near the Side, and make it may not catch.

15. But besides these Ports without, it is absolutely necessary to have some defensive Ports within, for should a Port be shot away, and the Enemy Board you, it may be fatal. They are also useful whilst the Enemy is on Board your Ship; for if a Port be occasionally hauled up, the Enemy (if at Hand) may wedge it, and with Hand-Granadoes bring those Quarters to the last Extremity. Besides when the Enemy is on Board, the Fight dubious, if your Ports jammed, fire them away into the Enemy with a Bag of Partridge, and a doubled Shot; and then when you please you may discharge your Cannon, and fight with your defensive Ports, which will keep out Hand-Granadoes, &c.

16. In fallying, the Men may be forced to retreat into their Quarters, with the Enemy at their Heels, so that they cannot shut the Doors; it would therefore be necessary to have a Door in manner of a Portcullis, to fall down and catch in two Snatches at the Step fixt with Springs; and this kind of Herse may be made of Wood lined next the Deck with Tin, stuck full of sharp Nails, and a ponderous Lump of Lead at the lower End, to make it fall with Violence; it may be so contrived, that the Doors may shut over it.

17. The Forecastle flanks the Round-house; if therefore be wanting, it is plain the Round-house is exposed (after the Granadoes, &c. are sprung) defenceless to the Enemy: Some Provision then ought to be made to secure so important a Place, and which (perhaps) cannot be better flanked, than by high Coamings, as directed by *Art. 8. and 10.* If the Round-house be wanting, and the Ship steer close, the Companion ought to be Musquet Proof, and fenced against Pole-Axes with Iron Bars. This with Look holes, will command the Quarter-Deck if there be no Forecastle, or when that happens to be taken; yet for all this, Coamings ought not to be neglected. A Ship that hath no Forecastle, ought to have Coamings to the Fore-hatches, and Look-holes cut in them, to command the Wake of the Boat, which will cover the Enemy from Abaft, while they cut up the Deck. In a Vessel well loaded, cutting up the Deck before will be of no Advantage to them; but if Light, they may come aft, and force or blow up your Quarters.

18. Having thus fixt the close Quarters, it is necessary that the Men have Convenience of Communication one with another, that if Occasion require they may dispatch mutual Assistance; or if one of their Quarters be forced, those may retire to that which holds out thereby to assist and maintain the Fight, or capitulate for Quarters, and this may be done by Scuttles

through

rough the Decks: but it has been objected, that Scuttles (especially that out of the Forecastle) are Encouragements for Cowardice; that having no such Convenience, the Men are more resolute, because they must fight, die, or be taken. Now if they must fight or die, it is highly unreasonable, and as cruel to leave Men to be cut in Pieces, when they are able to defend their Posts no longer, and in this Case the Fate of the Hero and the Coward is alike; and if it is to fight or be taken, the Gallant will hold out to the last, while the Coward (if the Danger runs high) surrenders as soon as Quarters are offered; and now if there be a Scuttle, the Menace of the Enemy will make the less Impression on their Minds, and they will stand out the longer, when they know they can retire from the Enemy of the Enemy, in Case they Force their Quarters: Mr. *Park* closes Section 21. Part 1. thus; In short, it will be as great a Blemish in a Commander's Politics, to leave Cowards without a Scuttle, as it will be Ingratitude to leave gallant Men to be cut to Pieces." Hence it appears that Scuttles are absolutely necessary, and may be cut after the following Manner. 1st, Let one be cut out of the Round-house into the Great Cabbin. 2d, One out of the Great Cabbin into the Gun-room. 3d, One out of the Forecastle into the Lower-deck; and if the Ship be full, let a Trench be made fore and aft, as Necessity requires; but if she be light, the Men must remain near the Scuttle to defend it, after they have left the Forecastle: And though the Place be open to an Enemy, when down, yet being dark to those that come out of the Air, the Defendants may take them off at Easure before they recover their Sight. However, if any Danger threaten, by being open to the Enemy, a Bulkhead may be run up from Side to Side so near the Scuttle, that with a Javelin or Half-pike, they may destroy each Man as he comes down, besides large Look-holes

holes may be made, and good Store of Hand Granadoes left to tofs through them, if the Enemy prefs down too fast: And in Order to prevent the Enemy from cutting up the Decks over your Heads, Look-holes through the Coamings of the Fore-hatches are fufficient.

19. To the managing the Sails, much is owing for a Victory, or an honourable Retreat: Now in a Ship well manned they may be able to keep their Decks, receive the Enemy upon the Edge of their Cutlasses, and need not alter their Running Rigging: But for Ships indifferently manned, it is necessary to get their Rigging (that is, the Braces, Bow-lines, Tacks, Sheets and Fore-clue-garnets) into Close Quarters, as well for the Command of the Sails as Preservation of the Men; and then it is evident the Ship may be tacked, if the Clue of the Courses run clear of the Shrouds, the only Thing in Danger of coming foul. To prevent this, the Clue-garnet-blocks may be carried further out, and when the Ship is going to Tack, she may be hauled turt, which will make them traverse clear of the Shrouds, and when the Yard is about they may be let go, and the Tacks get down as close as possible. The only Way to accomplish this, is to reeve the Fore-tacks in at the Hawse of the Fore-bow-lines and Fore-top-bow-lines, through the Fore-peak; the Fore-braces, and Fore-top-sail-brace through the Gratings over the Hearth; and the Fore-clue-garnet-fall in at the Foremost Port, or rather in at a Look-hole in the Chains, it being first reeved through a Block seized to the Chains: The Main-bow-line, Main-top-bow-lines and Main-tacks must come into the Forecastle, which latter must come in through a Look-hole in the Fore-chains. The Main-top-sail-brace, Main-sheets, Mizen-top-sail-bow-lines and Braces, with the Cross-jack-braces must come into the Steerage: The Fore-sheet may be brought either into the Forecastle or Steerage, and the Main-braces by the Main-top-bow-line, that the Men may brace about the Yard, and

Hand to get the Tacks Aboard, &c. upon the Fore-  
castle; but because half the Men or more are in the  
quarters abaft, it will be necessary for both to be in the  
beerage, the Braces coming through a Hole close aft in  
the Quarter, and the Sheet more forward; in both the  
holes must be Sheaves, that they may run briskly and  
easily. But it may be objected, that if an Enemy be sus-  
pected to be coming on Board, the Courses ought to be  
hoisted in Time; for the Enemy's Men upon the Fore-  
crouds are by the Main-sail covered from Abaft; like-  
wise the same Sails cover them, mounting the Mizzen-  
crouds from the Forecastle: And if they get upon the  
yards and cut the Robbins and Earings, the Sails falling  
down will cover them while they cut the Decks up, &c.  
Answer hereunto, this Conduct is not adviseable in lit-  
tle Wind and smooth Water; though then so much of  
your Running Rigging as is necessary for the managing  
your Top-sails, ought to be taken into Close-Quarters,  
to prevent your Ship if the Enemy persist and Board you.  
But when the Winds blow fresh, and there is a Swell,  
crowding you then render it difficult, if not im-  
practicable for the Enemy to Board you, and at such a  
time tacking may be necessary; by the Way, have  
great Regard to the Masts and Yards. It perhaps may  
not be amiss, if the Master practised (when Occasion  
serves) to tack his Ship in Close Quarters, when he has  
sea-room enough, in order to render his Men more  
valorous against a real Occasion.

## *The CONDUCT to be used in* **CHACING.**

### *I. A Merchant Ship is to make the best of his* *Way from an Enemy.*

**T**HOUGH a Ship be well supplied with, and fitted for a close Fight, yet a Merchant Commander is not obliged to Fight, if he can with Safety than it. For a Merchant Ship is not sent to Sea to annoy the Enemy, by venturing his Cargo; but to increase the Trade of the Nation, the Publick Revenues, and employ the Poor; therefore whenever he can depart from an Enemy without the Hazard of a Battle, it is Prudence to do; and if he should be chased, he ought to embrace every Advantage, that can be taken, either by Wind or Tide.

### *II. The Enemy being in the Wind's Eye,* *is best for a Three Mast Vessel to sail* *Quartering.*

**T**HE Ship chased having the Liberty of choosing her Course, may steer how she pleases; but the Master in making his Choice, is to pitch upon that which answers best, which is to prolong the Time till the Night may cover his Escape, or he may meet with a Friend to rescue him; and the best Way to effect this, is to sail right before the Wind, or Quartering according as the Vessel is rigged. If a Ship has Three Masts it is best to sail Quartering, because experience

ally it is found, the swiftest Motion a Ship can make through the Sea; and it must be observed the Sails are not just drawing, that the Enemy may have no Advantage of shortening his Way; for if the Enemy go right fore the Wind, then will he only have his after Sails drawing, which is not above half the Canvas; while the Chace quartering has all her Sails drawing.

But suppose the Enemy sails quartering also? Well, when he will keep a parallel Course with the Chace; or whether his Course will incline to the Windward, because his Yards being (as most Privateers are) squarer than Merchantmen, he must bring the Wind more Points upon the Quarter, that all the Sails may draw, and if he pursues this Method, he must at last bear down to the leeward before the Wind into her Wake.

III. *A Ketch sails best right afore the Wind.*

THE Reason is, because the Mast of a Ketch has a greater Proportion to her Hull, than the Main-mast of a Three Mast Vessel; the same may be said of the squareness of their Sails; and the Main-sail and Main-top-sail being thus larger in Proportion, gives her more Way through the Sea.

IV. *The Enemy to Windward, what Conduct the Chace must use to get to Windward.*

Suppose the Enemy directly to Windward, the Chace must then first sail Quartering; if the Enemy bear down afore the Wind, then she may gradually bring the Wind forward, till it is upon the Beam; and if the Enemy still bears for your Wake, loof as he gains till you are hauled sharp, and he in your Wake; then

then make the best of your Way to Windward. Here you must be cautious of Tacking; for if you be but little Weatherly, and you stand with your Larboard, and he with the Starboard Tacks aboard, you will give him the Opportunity, if not of Weathering, at least of getting within Shot of you; and the Consequence of that may be the Loss of a Yard or Mast.

But if the Enemy steer Quartering, or inclining to Windward of the Chace, then if he out-sails you, and get far upon the Quarter, bear away and get the Wink upon the other Quarter; if the Enemy keep his Course designing for your Wake, gradually bring too, and try if you can get to the Windward upon that Tack; perhaps some will think it best (perceiving such Conduct in the Enemy) to sail Quartering, or afore the Wind, because it is to be supposed the Enemy will bring the Wind upon the other Quarter when you do; if he should not, you may perhaps be favoured with an Opportunity of getting to Windward.

### *V. The Chace to Windward, and ply to Windward.*

**U**NDER this Head the Chace must be considered directly in the Wind's Eye, or but some Points to the Windward.

If the Chace and Enemy be under the first Position and the Chace stand away with her Larboard Tacks on Board close hauled, it is evident that the Enemy cannot lie in her Wake; and it may be assured that this Conduct will be to keep a parallel Course, or sail with his contrary Tacks on Board till he fetch her Wake. Under both these Courses we will consider him steering for the Chace.

1. Suppose at first Sight of the Enemy, the Chace clinging close upon a Wind, with her Larboard Tack

on Board. Then suppose the Enemy steer away with his Starboard Tacks on Board, designing to fetch the Chace's Wake. In this Case Tacking signifies nothing, there being Sea-Room enough and no Currents; for imagine the Ship to sail as fast upon one Tack as upon the other, she will not make the Chace longer, but rather shorten it: for each Time a Ship tacks, she loses so much Way as she will run Knots in the Time of Tacking; besides a Ship does not recover her Way as soon as she is about. In not tacking, this Disadvantage is not only removed, but you are in the Way of several considerable Advantages; for should a Calm happen, the Chace is so much the farther from the Enemy, if the Wind should come about after it; likewise if the Weather should prove thick, or Night come on, she would lose Sight of him the sooner. Lastly, just as the Enemy is in the Chace's Wake, she may bear away a Point from the Wind; this may not be presently minded by the Enemy, who will keep his Loof, and so the Chace will increase her Distance; and should the Enemy perceive this he will not be much better for the Discovery, because being to Leeward of the Chace's Wake, he must close hauled to fetch her, while she steers a Point from the Wind.

2. But should the Enemy keep a parallel Course with the Chace, then the Master's Conduct will be to tack immediately, that he may be in the Way of the above-mentioned Advantages; and if the Enemy tacks as soon as the Chace is about, and fetches upon her; then you must prepare for a Fight, and discharge your Duty to your Country.

*VI. The Enemy some Points to Leeward.*

**I**F the Chace be some Points to Windward of the Enemy, suppose five; if the Chace under this Position designs to ply to Windward, she may sail upon either Tack there is no Difference, unless she sail better on one Tack than the other, which get on Board.

*VII. The Enemy to Leeward, the Conduct the Chace must use to get to Leeward.*

**I**F the Chace designs to bear away quartering, thinking by this Means to wrong the Enemy, it ought not to be done, till the Enemy has the Chace's Wake; if the Helm be a Weather, before the Enemy is in your Wake, he will stand thwart your Fore-Foot, and be sooner within Cannon Shot; and when the Enemy is in your Wake, if you bear down at once, he may be within Shot before you get to Leeward; therefore it is (probably) the best Conduct not to bear away Quartering, till you have wheeled the Enemy into your Wake, with the Wind upon the Beam.

*VIII. The Enemy with Chace making a Right angle with the Wind.*

**C**aptain Robert Park, (to whose ingenious Performance I am obliged for this Part of the *Vade-Mecum* in Page 84. Sect. 9. demonstrates the Disadvantage that will attend the Chace in loosing and bearing away before the Wind; and esteems it the best Conduct to sail Quartering with all her Canvas just drawn; for if the Enemy sail Quartering with all his Canvas drawn

he keeps a Parallel Course with the Chace, and must length sail with the Wind upon the Beam, to come off with the Chace; or else the Enemy must sail with the Wind upon the Beam, to fetch the Wake of the Chace, which will prolong Time; for the Chace increasing in her Motion before the Enemy is in her Wake, will gain considerably; but for Coasters that have not Room enough, it (perhaps) may not be so necessary to make Use of the Advantage above-mentioned.

*X. The Enemy in the Wind's Eye, and a Current setting to Leeward.*

It is diligently to be considered on what Point of the Compass the Tide sets, and whether the Enemy be Windward or Leeward of the Chace; if he happens to be directly in the Wind's Eye, and the Tide set to Leeward, the Chace may steer away afore the Wind and Tide, or Quartering, as Experience shall direct him for the safest Course. It is certain that by sailing Quartering, the Ship receives Advantage from all her Sails being drawn to from the Tide being upon her Quarter; but whether the Advantage arising from all her Sails being drawn, is greater than the Advantage of going right afore the Tide, is a Question that (perhaps) nothing but Experience can determine.

*a Right* Concerning the Motion of a Ship in a Current, three things are to be considered; First, the apparent Motion of a Ship, caused only by the Wind or Oars, which Mr. Woodward calls the Simple Motion: Secondly, the Motion of the Current; and lastly, the Compound Motion, made by the two former. Some have undertaken to explain these Motions, by the creeping of an Insect upon a Plane, or the walking of a Man upon a Ship's Deck; but how this can be applied to Currents does not plainly appear, if the Cause

of the Motion of a Man, and that of a Ship be considered.

The Man's Motion is by extending his Feet upon the Deck's Surface; and while he is moving, one of his Feet always bears upon the Deck, and the moving Foot pressing upon the Deck, gives itself Way, then swings forwards, and causes the Simple Motion of the Man, that we call Walking: Now one Foot being always the fixed, must consequently be hurried away with the Deck, and so make the Side Motion; or, to use a Sea Phrase, the Drift-way of the Man equal to the Motion of the Ship's Deck.

The Cause of the Ship's Motion is different from the Man's, as are the Planes they move upon; for the Ship is moved by the Agitation of the Air, and has a Part fixed upon the moving Plane; and the Element being flexible, she cannot have her Drift-way equal to the Motion of the (Plane, that is, the) Current: As this is evident in sailing afore the Wind thwart a Tide-way, where the Wake in the Water keeps not right astern, but according as the Motion of the Ship is more or less, so the Wake is more or less carried to the Driftward of the Ship.

Suppose the Tide to be Plane, moved twelve Miles in four Hours, and suppose a Ship in a Calm driving with a Tide, who can affirm that she drives at the Rate of three Miles an Hour, equal to the Velocity of the Tide? For some Bodies drive faster than others, as they have more or less hold of the Water: Whereas upon a fixed Plane, (such as a Ship's Deck) if you lay Bodies more or less ponderous, they keep Time with the Plane, and all moved with the same Velocity.

The Reason for one Body's moving faster than another in a Tide-way, perhaps may be thus accounted for: If no Part of the Body be above the Surface of the Water, it is carried with a Velocity very near equal to the Stream; but if some Part of the Body be above

Surface of the Water, it receives some Obstruction from the Atmosphere; and the Plane from whence it has Motion, being flexible, separates, and consequently does not carry the Body with a Velocity equal to the Tide: And this may serve for a Reason, why laden Ships drive faster in a Calm than light.

The Wind must also be observed, for if the Wind blows with the Tide, (it is plain) it makes the Drift-way more, and so on the contrary, less.

So likewise the Position of the Ship with the Current, makes the Drift-way and Compound-Motion more or less, according as the Tide sets upon the Bow, Broad-side, Quarter, right a-Head or Stern.

*The Wind and Tide making an Angle, and the Enemy to Windward.*

THE Enemy directly in the Wind's Eye, and the Tide making an Angle with the Wind, and running to leeward.

Under this Position, it is indisputably the best of the Chace's Conduct to sail Quartering with the Tide right Stern, if the Angle be but three Points or thereabouts; but when it is more than six Points, it is the Chace's best Conduct to keep the Tide upon the Lee-quarter, and thus the Enemy can have no Advantage: for if he bears down afore the Wind for her Wake, he will have the Tide farther forward, and so the Chace will receive the greatest Benefit from that, and if he stands away Quartering, at last he must bear down afore the Wind to gain her Wake.

**XI.** *The Wind making a Right-angle with the Tide and the Enemy to Windward.*

**I**F the Wind blows cross the Tide, and the Enemy directly in the Wind's Eye, and the Chace design to sail to Leeward, the best Course she can steer is with the Wind upon one Quarter, and the Tide upon the other; for if the Tide be brought upon the Weather Bow, the Ship will not go so fast through the Water when it is upon the Lee-quarter: and should the Enemy come afore the Wind into the Chace's Wake, while she is sailing Quartering with the Tide upon her Bow, he would not receive so great a Check from the Tide upon his Beam, as the other does from it upon the Bow, and so consequently he will be in her Wake sooner, neither will the Enemy receive such Advantage from the Tide upon his Beam, as the Chace shall from it, upon her Quarter; and therefore he will be longer in gaining her Wake, when the Chace sails with the Wind and Tide upon different Quarters.

**XII.** *Under the last Position, the Chace attempting to get to Windward.*

**I**F the Chace in the Position mentioned in the last Article, would go to Windward, she must first Quartering with the Tide before the Beam, until the Enemy is in her Wake; then may she bring the Wind a Point or two more forward, and so loof at Discretion till she can haul close upon a Bow-line, and by Degree drill the Enemy wholly to the Leeward: Then, if

Tide run hot, he may as soon as she is in the Eye of the Tide, let drop her Anchor, and ride till the Tide be gone, or the Enemy gone. The Reason for bringing the Wind upon this Quarter, is because you can gain the Tide of your Enemy; for should you attempt it the other Way, the Enemy may come down before the Tide (with the Wind upon the Beam) upon you while you are loosing. But once for all, (says Mr. Park) I deem it high Imprudence, for a Master to attempt getting to the Windward of the Enemy, unless his Ship sails indifferently well large, and better by far upon a low-line.

III. *The Chace and Enemy making a Right-angle with the Wind, and the Tide running directly to Leeward.*

If a Ship goes faster with the Wind and Tide upon the Quarter than before the Wind and Tide, 'tis best sailing Quartering; but if she sails faster before the Wind and Tide, than with both upon the Quarter, 'tis then best sailing between two Sheets: For if the Chace sail away before the Wind, the Enemy must keep a parallel Course, or steer Quartering, or with the Wind abast the Beam, for her Wake, which will prolong Time, if sailing before the Wind and Tide be the swiftest Motion: But if sailing with the Wind and Tide upon the Quarter be the swiftest Motion, and the Chace sails so, the Enemy must gain her Wake before she can sail so, which will prolong Time; or the Enemy must steer a parallel Course, and at last alter that to come up with her.

But it not being certain which of these is the best Conduct, the Chace had better sail away with the Wind

upon the Beam; and it may (perhaps) be found a Piece of Imprudence to haul sharp.

**XIV.** *Suppose the Tide sets from the Chace, the Enemy and the Wind.*

**I**N this Case, as well as in several others, the Conduct of the Enemy turns the Methods which the Chace designs for her Advantage, to her Ruin; therefore before the Master tries to take any Advantage, he must weigh every Circumstance, and consider whether any Thing of bad Consequence may offer by an Alteration in the Enemy's Conduct.

Suppose the Wind blows due South, the Tide set due East, and the Chace due West from the Enemy; could then the Chace get four Points to Windward of the Enemy, she might give them the Slip, by prolonging the Chace; but in performing that, she may not make a Prize before it is accomplished; for if the Chace bring too, and steer close hauled North Westerly, with in  $5\frac{1}{2}$  Points of the Wind, the Enemy may also steer North Westerly Lasking. This Conduct is also attended with another Disadvantage, for she receives the Tide upon her Lee-bow, which holds her up to the Windward; and though it makes her gain Weather, yet it shortens her Compound-Motion; whereas the Enemy steering Lasking as above, with a flown Sheet does not receive such a Check from the Tide, as the Chace, and consequently shortens the Way; for receiving the Tide farther forward than the Chace, and the Wind more aft, she goes faster through the Water. This may be evident by putting a Wedge in the Water and fastening a String to the acute End, put the Wedge in a pretty strong Tide-way, and a small Piece of Twine will ride it; make fast another Piece of Twine to the great End of the Wedge, and draw it slop-

Upon the Stream, you will find the Stream sensibly increase; and the more sloping it comes, the more the Strain will increase, 'till it break the Twine, or come thwart the Stream. The Application is plain, for the Chace receives more of the Tide upon her Broadside than the Enemy, and consequently is more pressed towards the North.

The same Reason is to be alledged against sailing Quartering; for then the Chace has the Tide pressing three Points before the Beam, upon her Broadside; whereas if the Enemy sail with the Wind a Point or two abaft the Beam, he shortens the Time of gaining the Chace's Wake, by having the Tide almost right a-head, and consequently he will be the sooner up with her.

Wherefore to prevent both these, it is best steering with the Wind upon the Beam; and by keeping in this position, the Chace has the Advantage, if it should prove calm, by being directly to Tideward, or in the Eye of the Tide.

*XV. But admit the Tide sets from the Enemy to the Chace.*

In this Case it is best sailing Quartering; for if you sail away with the Wind upon the Beam, the Enemy will be in your Wake, so that if it should prove calm, he may Tow away before the Tide for you; and if the Wind continue, all you can get is by sailing, and as for hauling close upon a Wind, that is rejected before, and the Tide setting from the Enemy to the Chace, removes not those Disadvantages; neither will the Chace have better Fortune in sailing before the Wind, for then the Enemy will shorten his Way by Quartering with the Tide upon one Quarter, and the Wind upon the other, which is (perhaps) the quickest Motion in a Tide-way, except Quartering before the Tide;

Tide ; whereas if the Chace sail Quartering, she has and Advantage of the Wind and Tide last mentioned the if the Enemy comes before the Tide with the Wind upon the Beam, he will (perhaps some will say) by the Favour of the Tide, recover the Disadvantage of the Sails, and so shortly gain the Chace's Wake ; but whether that will be equivalent to the Circumference taken is left for the Mariner to determine ; and as for his steering directly for the Chace, that will not be so quick Motion as having all the Sails just drawn, and the Tide upon the Lee-quarter.

*XVI. The Enemy to Leeward, and the Tide setting to Windward.*

**I**N this Case it is plain the Chace must ply to Windward, unless the Master designs to try the Fortune of a Battle. In doing this, Care must be taken to keep in the best of the Tide, and not to stand into Eddies and Counter-Tides ; and when the Tide is done, Care must be taken to bring up in Time, unless a Counter-Tide, the Wake of some Sand or Point of Land favours the Chace, or by being of a small Draught of Water she may work to the Windward close in with the Land.

*XVII. The Enemy to Leeward upon a Leeward Tide.*

**A**T first Sight of the Enemy, the Chace must bring up and ride till the Tide be done, unless the Opportunities mentioned in the last present themselves.

**VII. The Wind three or four Points off Shore, the Enemy to Leeward, and a Leeward Tide.**

It is evident, that neither the Chace nor the Enemy can lie along Shore; and if they stand close hauled, and to the Tide as we suppose, set along Shore, they receive it upon their Weather Bows, and are hurried off to the Sea. What Advantage it will be for a Ship to get from the Land with an Enemy in Chace, let the Master judge, who is best acquainted with the Condition of his Vessel, the Circumstances of his Prince upon that Coast, and the Mutation of the Weather. What will be the Consequence of bringing up, we will here examine.

Suppose the Tide set parallel to the Coast, the Wind blowing about three Points off Shore, the Enemy four Miles and a half to the Leeward of the Chace, and both along Shore: Then, if the Enemy lie within  $5\frac{1}{2}$  Points of the Wind, he receives the Tide upon his Weather-bow, and the Point he makes his Way good upon is not easily known; for if there be but little Wind the Way more Leewardly than with a brisk Gale: However, suppose he makes his Way good within seven Points of the Wind, if he stand still with his other Tacks aboard he can fetch the Chace, he must not put about, until he is so far in the Offing, that he will not be able to discern the Chace close under the Land, who may trip her Anchor and drive, while the Enemy is standing off, then strike her, and run close along Shore Quartering; by that time the Enemy is so far in (as to see the Roader, had he not weighed) the Chace will be out of Sight, and perhaps under the Covert of some Fort, &c.

But

But some perhaps will say, the Chace had better at such a Juncture work to Windward; for by such Conduct he prolongs the Chace, whereas this Stratagem of bringing up and then veering, is dangerous; for should the Enemy espy you when your Canvas is spread he will have you Lasking.

It is granted that in working to Windward, the Chace may prolong her Time, if she might stand off as far as the Enemy, without any apparent Danger; but the Inconveniencies mentioned, confines the Chace to work under the Land, where the Tide runs strongest when the Enemy make long Boards out in the Offing where the Tide favours him, and so consequently it will be the sooner up with the Chace.

And as for the Enemy's seeing you, that is a Bugbear for he being far in the Offing under the Land, it appears hazy to him; but what if he does see the Chace, he being at a considerable Distance must come in with the Wind upon the Beam, while the Chace sails along Shore Quartering; and when the Tide is turned, the Chace will have a double Advantage, for she going along the Shore Quartering stems it, when the Enemy receives it upon the Lee-Bow, having the Wind a Point afore the Beam.

Notwithstanding all which, it is adviseable that the Master consult the Strength of the Tide, and then direct himself according to Judgment.

### *XIX. The Wind three Points out of the Sea and a Leeward Tide and a Leeward Enemy.*

**I**N this Case the Chace cannot have the Opportunity of giving the Enemy the Slip when he stands off because if she bears away, when the Enemy stands off she must run between him and the Land, and so will have a better Opportunity of seeing her; or if

ould not before he tacks, yet then standing up to the Chace, she will scarce be far enough to the Leeward, by that time he is in with the Land, so that if the Chace cannot work under the Land, nor dare to venture off; all that can be said, is to prepare for a Fight, and give the Enemy a warm Reception; but not bear away till you are sure the Enemy will weather you.

IX. *Advantages may be taken where there is an Alteration of Tide.*

IN some Places the Tide runs different in the Space of a Mile or two, as between the *Suffolk Coast* and the Coast of *Holland* and *Zealand*; as upon the latter the Flood sets to the Southward, and upon the former to the Northward; so that in a Chace half Seas over, a prodigious Advantage may be taken by an experienced Master.

Likewise in most Places, the Tides run longer in the Evening, than close in with the Shore, also the Indraughts before Rivers after the true set of the Tide; as between *Orfordness* and the *North Foreland*, before *Hum-*  
*afore*, &c.

All which ought to be seriously considered by the Master, whose Duty it is to know the true Set of the Tide, where it alters, and at what Time, where it runs strongest, and where it runs strongest, &c. This Mr. *Mark* highly recommends to the Study of young Seamen, and gives them the following necessary Instructions, for the more successful making Experiments, let them prepare a Book in Folio, rule ten Columns on each Leaf; in the first set the Day of the Month the Experiment was made; in the second, the Moon's Age; in the third, the Time of the Tide; in the fourth, the Name of the Coast; in the fifth, the Depth of Water; in the sixth, the Point of the Compass,

pass the Tide sets upon ; in the seventh, the Knots runs ; in the eighth, the Wind ; in the ninth, the Beginning of two remarkable Places from the Boat or Ship when the Experiment was made ; and in the tenth, how long since any great Rains upon the Coast, if you can get Information.

### XXI. *Advantages to be taken among Shoals*

**W**HEN the Chace is among Sands, Rocks, &c. and neither Sailing, nor the Advantage of the Currents variously setting will Profit, then may the Master (if the Vessel be of no great Draught of Water) work among those Sands and Rocks, and draw the Enemy out of his Knowledge ; and if the Strategist should take, and the Privateer run a-ground, without doubt the Master will know what Use to make of such an Opportunity.

But if Danger is apparent, the Enemy will not venture to follow the Chace, of which we have several Instances.

### XXII. *How two Vessels must act when chased*

**T**HIS is a very copious Subject, for two Vessels may be in Company, and not able to encounter one Enemy ; it is therefore the Conduct of the Master so to shape their Courses respectively, (under every Position with Wind and Tide) that one at least may escape : But this Branch of the Doctrine of Chasing has not been treated of, by any Author I have met with. Capt. Park having only laid down these three general Rules, viz.

1. If the Enemy be to Windward, let both go Quartering, with the Wind upon their contrary Quarter

and when by the Enemy's Conduct, it appears which he will Chace first, let the other steer away with the Wind upon the Beam ; and by that Time the Enemy has taken his Consort he will not only be to Windward, but a great Distance likewise from him.

If the other Vessel happen to lay the Enemy before his Consort is taken, the Master's best Conduct will be to haul upon a Bow-line-tack, and get into the Wind's eye, and the Enemy may upon neither Tack fetch the Chace.

2. If the Enemy and they make a Right-angle with the Wind, let one go away Quartering, and the other a Point from the Wind : If he Chace the Leewardmost, let go the Weathermost Tack as soon as the Enemy draw directly to Leeward, and stand the other Way to increase the Distance.

3. If the Enemy be to Leeward, let one stand with his Starboard, the other with his Larboard Tacks on board ; and when it is perceived which the Enemy will Chace, the other may go a Point from the Wind to increase the Distance.

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## DEFENSIVE FIGHTING in GENERAL.

### *The Necessity of Merchant-mens Fighting.*

If the Enemy come up with the Chace, notwithstanding the Master's taking all Advantages to be taken by Wind and Tide, as perscribed in the preceding Part, he must then either fight, run a-shore, or surrender ; and in some Cases it is impossible to prevent

N

falling

falling into the Enemy's Hands, as when unprovided they have had the hard Fortune to meet with one greater in Force; unless their Resolution run so high as to be resolved to die upon the Spot, rather than bear the Insults of the Captors, or endure the Miseries of a Prison: And when a Merchant Ship cannot otherwise well discharge herself, the Necessity of Fighting is evident; for no Man is so devoid of Reason as not to know, that it is his peculiar Interest to defend his Property, unless he will toil and labour for others, and like the Sheep patiently endure the Sheering of his Fleece. And it is certainly far more tolerable as well as reputable to perish like the Bee in the Hive, than by a cowardly Submission Part with the Honey to every Drone, and consequently left to starve for want of that he has been working for.

## *II. How to prepare all Things for a Fight.*

**T**HE first Thing necessary is to prepare the Ship for an Engagement, and then Quarter the Men, for this ought never to be delayed till the Enemy is come on Board.

An Officer ought to be in each Quarter to encourage the Men, and excite them to their Duty by an exemplary Bravery: To the Master ought to be assigned the Round-House, as the most proper Place for him to observe the Motion of the Enemy, whereby to govern his own Actions; besides out of this Place, the Salvo is to be made first, in which the Master ought to be the leading Man, as in the Retreat he ought to be the last. If the Ship carry fourteen Hands, he must be allowed Three, when the Enemy is on Board; but Twelve, then he must have but Two; but when the Enemy is Cannonading you, he must have but One, if there be Two Guns on a Side, and none if but One.

a Side ; for where there are but few Hands the Master must turn to the Cannon, and one Man will manage One, such as our Colliers, &c. carry in their Round-House. In the Steerage must be the Gunner, or when the Enemy is in your Wake, in the Great Cabin, having two Men to each Gun on a Side.

The Forecastle falls to the Mate's Share, where he is at hand to manage the Fore-braces ; with him must be Men proportionable to those in the Steerage. To each of these Quarters must be a Boy to fetch Powder. The Business of the Carpenter is to look after the Ports, that none be prized open, and to be every where looking for Shot Holes, to Plug them up ; for this Purpose must have Shot Plugs in readiness ; for though he will not venture to stop a Shot Hole when Board and Ward, yet at a Distance he may, either by bearing or tacking, so as the Shot-side may be from the Enemy.

Each Man knowing his Post, and whether to retire, is proper next to have the Ammunition divided, and the Share that falls to the Forecastle, may be set forward or before the Cable-Tire, or if a Place was provided before the Mast under the Lower-Deck upon the Mast-Hook, though never so small, it would be very convenient in Case the Ship should be boarded in the Night, when it would be dangerous and almost impossible to get Powder forward, for want of which, the Forecastle must be taken. If a Master will not be at his Charge, it would be convenient (for the above mentioned Reasons) every Evening as soon as the Fire is put out, to carry the Powder and Small Arms forward ; that in the Pouch-Barrels must be placed before the Cable-Tire.

Every Evening, or at the Sight of an Enemy, the Stoppers are to be put up, and the Leaves let down, the Hatch-covers and Gratings lashed or bolted, and forelocked, which is the Carpenter's Work. He is likewise to see that

all Bars, Bolts, and Hinges of the Doors are in good Condition and move freely ; for if they go hard, the Enemy may be on Board before they can be fastened.

In all Quarters must be Match ready primed, and in the Night some lighted.

There must be Water in each Quarter, filled at the Sight of an Enemy, or every Night. In small Ships Water Tubs in the Tops are not necessary. because no Hands can be spared to manage them if there be Occasion ; but for great Merchant-men, it might be convenient, if a Cock was fixed to the Bottom of the Tub, and under that an Hose with a Brass Spout fixed to the End near a Yard long, which may be coiled upon the Cat-harping ; and if the Courses take Fire it is but turning the Cock and directing the Spout thereunto.

This will not carry the Water to the Topsails, as will not ascend higher in the Hose than that in the Tub but an Engine in the Nature of a Hand-Pump may supply that Defect.

If the Weather is moderate, the Low-yards ought to be slung every Night ; for if an Enemy should suddenly board, or appear near you in the Dark, would be difficult to find a Man to go up ; besides would not be prudent to expose Men to be cut in Pieces when the Thing may be prevented without any Danger. And if a Squall should happen the Yard may be unslung before it is ready to lower, but Ships seldom lower the Yards at Sea. The Mizzen-Yard is included among the Long-Yards, and ought to be slung as well as any the other ; for if the Geers of that Yard be cut, and run down, the Enemy may carry the After-Part of one Quarter, and the Fore-Part over the other, and cover themselves from the Shot of the Forecastle, which is all the Advantage the Enemy promises himself, cutting down the Main-Yard.

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Before you engage, your Top-sail-yards are to be hung at the Sight of an Enemy, if the Weather be not equally.

The Gunner is to take Care, that nothing lies in the Way of the Trucks, and that the Axletrees be smeered, for it has been proved, that if one of the Trucks of a Gun be fast when it is fired, it will shoot wide of the Mark. When the Enemy is almost within Shot, if it be smooth Water, the Guns must be loose in the Tackles and the Ports knocked open; but if there be not Breechings to the Guns, it may prove of ill consequence in an Engagement; for when a Gun is hot, if the Tackles be loose, it will run in and unreeve the Fall, and to keep it fast is as dangerous on the other Hand, because the Men must go out to spunge it, or haul it in; all which Breechings prevent.

In the Gun-Room or Cable-Tire before, must be Lanthorns hung some Distance from the Powder, for the Boys to see to take Cartridges out of the Pouch-Barrels.

## II. *Stratagems used in escaping an Enemy.*

NOTwithstanding the Ship is prepared for a Fight, yet if the Enemy be too formidable, it is the Master's best Conduct, especially in a small Vessel, to have recourse to Stratagems; which indeed are not to be thought of at all Times, neither is it possible to give Rules in all Cases; but that the ingenious and industrious Mind may improve, Mr. *Park* has given us the following Specimen, viz. 1. A Means of avoiding the Enemy's Boarding you may be, if you are in Soundings by letting fall an Anchor suddenly, at the very point when you find the Enemy's Ship upon Boarding you, the which he not at all suspecting, nor being prepared to do the like, it will follow, that the Tide (especially

cially if the Wind and Tide happen to be at one, or that it be a Calm) will so suddenly carry him to Leeward of you, and he shall not possibly be able to recover himself; nor get to Windward again, until the turning of the Tide, in which Interim your Retreat may be favoured by some lucky Accident.

This Stratagem out of a Tide way is of little Use.

2. By quickly raising some thick Smoke or Smother in your Ship, as if it was accidentally set on Fire, just as the Enemy is about to Board you, which may terrify him for coming near you, thinking that you are on Fire; in which Blind you may perhaps find some Opportunity of winding off from him.

This last Stratagem may or may not take, according to what it makes an Impression on the Enemy: However, if it should not, they can but be taken: and as a small Vessel, and not capacitated to Fight, the Enemy can have no Advantage. But in a Ship prepared for a close Fight it may be attended with great Inconvenience: For should the Enemy make a right Conjecture of your Design, he has a very favourable Opportunity to Board you under the Cover of your own Smoke.

In the Night it is not a difficult Thing to lose sight of the Enemy, especially in a Tide-way; which may be done by hauling up your Sails and dropping your Anchor at once: Hauling up your Sails will render you less visible, and the bringing up at once will totally eclipse you for the Enemy on a sudden shooting a-head loses sight of the Chace, and will not know what Course to steer to recover his Object. In managing this, the Master must take Care that in Casting his Ship, he do not Board his Enemy.

But if it be out of Soundings, or in very deep Water then only haul up your Courses, lower your Top Sails and bring too at once: Or if you are chased before the Wind, run away with the Wind upon the Beam: Or if chased with the Wind upon the Beam, either go

before the Wind some Time, or bring too the other Way :  
Or if you go away close hauled, and the Enemy to  
Windward, bear round up at once, and steer away  
Quartering, or before the Wind.

In all these the Master must be cautious of getting into  
the Wind's Eye at first ; because it being commonly clear  
to Windward you may see farthest, especially if there be  
Glare.

#### IV. *How to defend a small Vessel a-shore.*

If the Enemy by Estimation be too powerful, it will  
perhaps be better Conduct for a small Vessel to run  
a-shore, rather than trust too much to these Strata-  
tems : For it is ten to one whether he will adventure  
boarding you, as he runs the Hazard of Bilging his  
Ship : And as for Cannonading you it signifies nothing,  
considering the small Number of his Guns, (*i. e.* such  
Privateers as cruise along Shore in quest of our small  
craft) the uncertain shooting upon the Water, and  
consequently the Number of Shot he may fire, before  
he can do you any considerable Damage ; but I presume  
a Privateer will not be at this Charge, for the sinking  
beating to Pieces an Enemy that will not make good  
the Expences of his Powder and Ball, nor answer the  
expectation of his Owners and Men. He will rather  
send his Boat to get off your Vessel, and under Fear  
that this may be his Conduct, it is necessary that the  
Master at the first Sight of the Enemy, or when he  
comes out to Sea, haul in his Guns, that is, get them  
hoisted, if he have but a few, that the Enemy may  
have no suspicion of his making any Resistance, and  
proceed carelessly to the Entering-place. If there be  
any Time to spare before the Boat comes on Board, let  
be used in slinging Yards, and in doing it, pass  
the Chain under the Bunt of the Sails of all the Low-  
Yards,

Yards, for this prevents the Enemy's loosing it; and when the Sails are loose and the Robins cut, it will cover the Enemy, as the Mizzen and Main-sails from the bow before, so the Main-sail and Fore-sail from the abaft.

For this Reason, leave no Port-sails, Tarpaulins, other Sails or Pieces of Canvas upon the Decks.

Some perhaps will think it better to cut the Geers and let the Yards run down that the Enemy may not use them in getting off the Ship; but perhaps this will too much pester the Decks which ought to be clear.

And for using your Courses to get off the Ship, it is prevented by the Top-chains being past under the Sails and if your Braces be unreeved, your Top-sails are almost useless.

In the next Place, unship the Windless, and toss the Handspikes down the Scuttle into the Forecastle also unship the Tiller, and put it down below if you see fit to open.

Lash down your Hatches, bolt your Doors, and clap the Stoppers upon the Cables in the Tire that they may not haul it out, to carry out an Anchor to get off your Ship.

Being thus prepared, and your Cannon loaded with Box or Case of Musquet-shot, and a Cannon-Ball, either round or double, though the latter is the best; as soon as the Boat comes within half Pistol Shot or nearer, lift the Port, and without running it out, Discharge at the Boat, then let down the Port and lash it in, after which fire out at the Look-holes in the Quarter, with your Blunderbusses.

If these Proceedings neither sink the Boat nor disable her Crew, fire your Powder-Tub; but the Mainmast must be here careful to fix two Guys to the Tub, one to go forward into the Forecastle, and the other to come into the Steerage or Great-Cabbin, that it may not be fired in vain.

If notwithstanding this they enter, be watchful to shoot the first Man that comes over the Side, who commonly is a bold and daring Fellow; his Death will be the half vanquishing of the Boat, but if then they all pour in, ply briskly your Hand Granadoes out your Scuttles, and in the Interim be birbing the most active Men. Thus, if they send eight or ten Men, you may destroy them all before they can force your Close-quarters; and if you can possibly stop the Boat from returning, you prevent the Privateers making any more Attacks upon you; for not knowing your force, and having all the Men he sent cut off, he will not adventure to Re-board you after such a Reception.

However, having seized the Enemy's Boat, it would not be an Act of Cowardice in the Master to leave his Vessel, if he by the Privateer's Conduct mistrust his boarding him, and that he is of much superior Strength; but if the Master should do this, I advise him to order his Trains as directed in the next Article.

But if the Master be a Man of extraordinary Courage, and is resolved to defend his Trust, let what will happen, and obliges the Enemy with Loss to retreat, he justly and greatly deserves to be applauded and rewarded.

It may perhaps seem impossible to some, that three or four Men, and as many Boys, can destroy twenty or thirty before they force their Close-quarters; however it may and has been done, the Men being good Marksmen, and the Boys learned to load a Musquet dextrously. Now in a small Vessel every Man and Boy having two Musquets, a pair of Pistols, and four Blunderbusses to spare, all ready charged when the Enemy enters, it is presumed that the Boys may charge as fast as the Men prime and fire; for they do not fire at random, but look out for the Enemy, take Aim, and then fire, in which Time a Boy may put in a Cartridge,

tridge, ram it home, and without putting up the Gunstick give it the Man, who may as he cocks, prime for which End he must have a Priming-Bandalier of small corned Powder hanging at his Wrist. Sometimes the Decks may be filled with the Enemy's Men and it may require Speed to clear them; then must the Boys be ordered to their Musquets, and assist in the Execution.

*V. How to proceed after you have run a great Ship a-shore.*

**T**HE Running a Ship a-shore, is certainly hazardous; for should she set upon a Rock, uneven Ground, or upon a Sand, she may be bilged or wrecked and so the Conduct taken to save her may effectually lose her; yet it is better to lose her thus, than to enrich the Enemy with the Loss of your Liberty: Though it is a Thing the Master ought to consider, and not carelessly proceed it, nor too superficially adhere to the Counsel of his inferior Officers, or Consent of the Men: For if he run her a-shore at the Sight of an Enemy he is in a Condition to engage, he acts contrary to the Justice he owes his Country, the Interest of his Friends, and the Trust reposed in him, consequently he loses his Reputation, and with that his Employ. But if the Enemy be numerous, and not the least Hopes of defending the Ship by Fighting, or escaping by Flight, it is then Prudence to run her a-shore, and Bravery to defend her there; which may be done by mooring her, if Time permits, Broadside-on, getting all the Guns on one Side and out of the Stern and Bow-Ports, and then according to the Circumstances require.

But if you foresee a strong and numerous Attack from King's Ships, the best Way is to take to your Port

but first you may make great Fires in the Forecastle, Steerage and Round-house, upon Half-hogheads filled with Ballast, into these Fires put old Shoes, Clothes, wet Oakum, and whatever will make a Smoke; then cover the Gratings where the Smokes usually goes up, letting them come out at the Ports and Look-holes in the Quarter: This may intimidate the Enemy from coming to plunder your Ship, or setting her on Fire in good Earnest; especially if your Powder Chest and Granadoes upon your Quarters be all primed, and Matches laid that they may be set at different times.

Or to prevent the Enemy's getting her off, you may load her, or else lay Trains with good Firelocks at them, charged and cocked; to their Triggers tie Pieces of Ropeline, which may be fastened to the Scuttles or Doors of the Close-quarters, that when the Enemy opens them, he may pull down the Triggers and blow up the Ship: But it must be observed, that some Triggers might be tied to the Piece, for some Musquets will go off by their own Weight by the Trigger when they are cocked and not go down: Several Pieces, thus fixed, will effectually do the Enemy's Business, if they are to be used by you.

Captain *Park* gives no Reasons for leaving of Ships when attacked by Men of War, yet encourages their being defended against the Privateers; "Because, says he, in Sect. 7. Page 141. I would not have some Men that may read this Book, know them, least they make a false Construction of them, and think they are conclusive in all Circumstances, when sometimes Men of War are no more to be dreaded than Privateers; and for Men of Understanding, they will easily comprehend my Meaning.

# VI. *No Danger from an Enemy in a Sea Gale.*

**B**UT when the Sea is grown and a fresh Gale, there is no need of running your Ship a-shore, nor surrendering to an Enemy though never so superior: For the Enemy pretend to Cannonade you, he may fire the Shot in his Ship, and not hit you; for when the Sea runs high, the most experienced Gunner is at a Loss the Motion of the Ship being so uncertain; and it may be laid down as certain, that no Man is so mad as to Board a Ship in a Sea-Gale; it has also been made evident from their Conduct, that the Privateer Captains are more cautious than to venture their Egg-shells against our *English Oak*; and perhaps an Instance cannot be produced, and the Privateer not a Sufferer.

# VII. *It is of ill Consequence to carry a Press of Sail, if it blows.*

**T**HERE are some Men in the World, that run a greater Danger than Bilging their Ship against Rocks, or than Fighting an Enemy they are capacitated to encounter; and that is by carrying much Sail to hazard their Oversetting; which is a Piece of Conduct not easily accounted for: Daily Experience teaches us that Man is not invincible, none can resist the Sea when under its Surface; if they therefore are resolved to die rather than be Prisoners of War, let it be by revenging their Misfortunes on their Enemies, and who knows but the Consequence thereof may be their Liberty: Besides carrying, a Press of Sail endangers the Masts and Yards, and if any of them

come by the Board, the Enemy can lie upon your bow, Counter or thwart your Hawse, and take you Fore and Aft at his Pleasure. So that meeting an Enemy 'tis most rational to go away with an easy Sail, and make a running Fight, until Night may favour an Escape.

*VIII. Make the Enemy enter his Men over your Quarters.*

**PUT** if after all Essays the Enemy come up with, and is resolved to Board you, which is usual upon the Weather-Bow, Side or Quarter; if he attempt to come upon your Bow bear up before the Wind, (which answers in a light Ship) bring your Enemy a-stern and constrain him to enter his Men over your Quarters; which if he refuse, bring too the other Way, and give him the other Broadside: If he veer his Ship to make a second Attempt serve him so again, unless you have an Advantage of laying him thwart the Hawse, (which rarely offers, to the Leewardmost Ship; then if his Men enter, they are exposed (in their Approach) upon their own Forecastle, to Fire out of the Look-holes in the Quarter and Fore-Chains; and as they enter, they are in less Danger from the Fire through the Bulk-heads of the Steerage, Forecastle and Round-House: Likewise the Cannon in the Close-quarters will do the Enemy a considerable deal of Damage, while he continues in this position.

But notwithstanding there is a great Advantage in being thwart the Enemy's Hause, yet the performing it is attended with a Difficulty that ought to be considered before attempted, and then nicely performed, that instead of being thwart the Enemy's, he is not thwart your Hawse: But this must be left to the Discription of the Commander

IX. *Discharge, but get not in the Cannon open ; both must be done in your Close-quarters, and on the contrary Side to the Enemy.*

**B**UT if the Enemy fails better than the Ship he attacks, as is evident most Privateers out-go the generality of our Merchant-men, then will they board him maugre all Opposition, in what Place they please, except thwart the Hawse ; which is not to be done but by Accident, or Want of Conduct in the Ship so boarded.

But before he is on Board, the Commander must order all his Guns in the Wast and upon his Quarter-Deck to be discharged without letting them run in ; for if they should be loaded when the Enemy enters, and they should traverse any of them fore and aft, they would soon level the Bulkheads with your own Cannon ; and if they run in they are soon loaded ; whereas if they are out and the Tackle falls moused, or a running and standing Part seized together, their Men will be the more exposed before they can accomplish any such Design ; and lying under the Covert of your Smoke, or any other favourable Accident, they should get in a Gun, the designed Advantage may prove their Ruin, by leaving in every Gun when you retire to your Close-quarters, a piece of lighted Match.

And those on the Side from the Enemy when engaged, in the Close-quarters, must not only be discharged, but got in, that the Enemy do not toss Hand-Granadoes, or Stink-pots, to destroy or suffocate the Men in those Quarters ; and that they should be discharged is necessary, because otherwise an Hand-Granado, Fire-pot, or some such thing may discharge it in your Quarters, and do more damage to you

Ship than the Enemy; or by carrying away a Port make Vacancy, where the industrious Enemy may toss in showers of Hand-Granadoes; besides, in discharging your Cannon, they run in of themselves, whereas at such Time the Hands cannot be spared to get them in.

*X. How to act when a Ship comes up your Wake, and lays you aboard upon the Quarter.*

THE Enemy in his Approach to Board you, comes either by your Wake, upon your Quarter, upon your Broadside, or lastly upon your Bow.

If the Enemy come up to your Wake, ply him briskly with your Chace-Guns loaded with round and Cross-bar; and as soon as he is within Pistol-shot, give him your Fore Chace-Guns loaded with Double-headed-shot and Bag of Case-shot; the former may spoil his Masts and Rigging, and the latter destroy his Men: Next put your Guns upon the Quarter be ready loaded with Double and Case-shot, and as the Enemy ranges up your Quarter with his Men ready to enter, they may be discharged among them; let likewise your Powder-tubs be ready, and just as the Enemy is going to be aboard, set fire to the Fuze, hoist it up to the Mast-Head, and then let it run amain among his Men upon the Deck: If he still persists in his Resolution and Board you, let all your Ports be lashed in with the Enemy wedge them, which is of ill Consequence, as has been before observed: Keep firing your Underbushes out of the Look-holes in the Quarter among his Men, as they stand thick and ready to enter; soon as he is aboard, spring your Powder Chests upon the Quarter, for then his Men will, mounting your Quarter, be numerous. Let your Men in the Round-top be ready with their Small-Arms to give the Enemy a Volley as soon as they come upon your Quarter-

Deck, and those in the Forecastle must keep a watchful eye upon the Poop, that they do no Mischief there; likewise those must pick off the Enemy as they mount the Main or Mizen-Shrouds.

If the Enemy come in Numbers upon the Quarter Deck, discharge one of your Cannon out of the Round house, with Case-shot at them; if that will not clear the Deck let fly the other: And if a breach is feared before they are Re-loaded, toss out of your Ports some Hand Granadoes; if these do not drive away the Enemy before the Guns are Re-loaded, then spring a Powder Chest, as the last Remedy; for it is Prudence in a Commander to let them stand as long as possible, because they do not only strike a Terror into the Enemy, but are at all times ready; and so long as they are standing, the Enemy will conclude you are in no great Extremity.

From all Places have an Eye to your Rigging, and be sure to aim at the leading Men. Observe if the Enemy be so far aft, as that the Chace-Guns may be thought to bear; and if that from the Enemy will bear, spare two Hands to ply it, who must be sure with round Shot to aim at the Water-line, and if they be good Marksmen, it is ten to one but they will spoil the Voyage.

If all the while the Master be exemplary brave, and the Men fire with Discretion, they will soon make a Shift of considerable Force to leave so hot a Place as this must consequently be.

# *XI. How to act when the Enemy comes upon your Broadside, and boards you there.*

**I**F the Enemy comes upon your Quarter, or upon your Broadside, your Conduct in both Cases is much the same, and as soon as he is near enough, give him

your Broadfides as fast as you can load and fire ; but when he is within Pistol-shot, and his Men preparing to enter fore and aft, give him your Broadside with Partridge and Cross-bar ; then at each Yard-Arm swing off a Powder-Tub ; and in the Interim let the rest of the Hands get the Guns next the Bulk-heads to those Ports ; and if there be any to spare, let them ply the small-Arms out of the Look-holes upon the Quarter, and because the Enemy are not yet separated, and a Blunderbuss carries most Balls, let them be the only Arms used 'till he is on Board. Having sprung your Powder-Chests upon the Sides, turn all Hands to the Bulk-heads, in Readiness to receive the first Attack, which will be the briskest ; for being Side and Side, his Men will enter upon the Forecastle, Main-deck, and Quarter-deck ; to clear the first and last, the Guns in the Round-house are of excellent Use when loaded with Partridge ; but they are to be managed, with Discretion, and one ought not to be discharged till the other is almost loaded ; when they are discharged you must only lift up the Ports, and give Fire without running out the Guns, for that requires too much Time ; besides, while it is getting out, the Enemy may fire at your Ports, and by some Random Shot kill or wound the Men at the Tackles. These Pieces being fired Point Blank, expose none of your Men in any of the other Quarters, as those in the Steerage and Forecastle ; for when any of the latter are discharged, should an opposite Port be open, the Men near it are evidently exposed ; therefore to prevent the ill Consequence of this, it is absolutely necessary to have Signs to give each other, that they neither fire needlessly, nor expose themselves to their own Balls ; and because a Noise cannot be heard at such a Time for the Guns nor a Signal seen for the Smoke, they may observe to fire the Cannon out of the Forecastle first, then out of the Steerage, and so alternately as Occasion requires :

in firing these Guns you may only lift up the Ports, as was directed above for those in the Round-house: Care must be taken of the Rigging, that the Enemy do not too much damnify that, nor cut your Sails loose.

Springing the Powder-Chests must be left to the Discretion of the Officers; only as was before said, they are to be the last Remedy.

## **XII.** *How to act if an Enemy be thwart your Hawse.*

**T**H E laying a Ship thwart the Hawse to enter Men into her, is not approved of by Commanders of Privateers; and (without Doubt) they are sensible that to lie in this Position, without any Inclination towards either Bow, is the most difficult Place of Access; for the Men must ascend the Shrouds, and one by one pass down the Bowsprit, all which Time they will be exposed to the Birders in the Round-house and Fore-peak; but this is generally acknowledged to be prodigious Advantage for Men of War, whose Business is to Cannonade each other.

It seems impossible for a Ship to lay his Enemy thwart the Hawse, if there be a Gale, the Sails are not Rudder servicable, and the Master a Man of good Conduct, unless by Accident, or in a Calm with his Oars: To render this somewhat apparent, suppose a Ship going before the Wind, and a Privateer coming with the Wind upon his Beam, designing to thwart her Hawse, if he lies by a head, it is but standing out to the stern of him; or should the Enemy pretend to run there at once, he hazards his Masts; or should the Enemy run along-side of him, just shoot a-head, and then put his Helm hard over, some will say, that the he will be thwart her Hawse, because the Merchant Ship will not obey her Helm soon enough: But the

(though

(though the most probable Way) depends upon so nice a Point, timing the Enemy's bearing away, that it is Ten to One whether he accomplishes his Design, and be exactly thwart his Hawse, so as to bring his Guns fore and aft to bear ; for if the Merchantman do not strike him exactly in the Midship, or run his Bowspit between the Privateer's Main-shrouds, he will swing upon his Bow.

The same may be proved when going upon a Wind, or Large, but it is needless to those that believe it, and nothing but an Experiment can satisfy those that do not : But if such Misfortune should be accomplished by a Ship of any considerable Force, all you can do in such a posture is to fire those Guns forward that may be tra-versed to bear, and if the Enemy attempt to enter, fire not in Vollies nor Quick, but let them approach till they have almost filled your Decks, and they will forbear to batter your Ship with their Cannon, least they kill their own Men ; though now and then knock down a leading man : When they are numerous, treat them somewhat roughly, but do not give them a Repulse : but as soon as they begin to fly forbear firing, and let more of their Con-voys enter ; spend the Time thus dilatory, and in the interim be backing and filling, that you may swing along to Side ; but if that cannot be, and the other Bait take, and you have sufficiently weakened the Enemy, make a sudden Sally at once, drive them off your Decks, and enter your own Ship with them Pell-mell : And this, says Mr. [Name], in my Judgment, is better Conduct than to kill Men as fast as they enter, which may be done ; but when they will turn to Battering, the ill Consequence of which I need not mention.

### XIII. *How to act if the Enemy be upon the Bow.*

**I**F the Enemy attempt to be thwart your Hawse upon your Bow, when going with the Wind upon the Beam, put your Helm hard a Weather, shiver your After-sails, and having fired your Broadside, prepare to receive them upon your Decks. In this Posture you have the greatest Advantage that can offer, especially if he lie so that your Cannon fore and aft will beat them; they may ply those forward on with Cross-bar and Cannon-shot, and those abaft with single Round-shot, aiming at or just below the Water-line; as for his Men, they must come over your Forecastle, and so lie open to the Fire of your Small-Arms and Cannon in the Round-house, which latter (if well managed) must make terrible Work among his Men, being fired with Case-shot. No less are they exposed to the Small-Arms in the Steerage. But if the Enemy force your Forecastle, then may the Men in those Quarters retire, having loaded the Cannon; or if they have Time and Courage enough to fill them half full of Powder, and the other half with Round-shot, then point them for the Bow. When the Enemy is upon, fixing Fuzees to Fire them; all your Granadoes must be set on Fire that the Enemy may use them to your Destruction: It cannot be accurately determined what may be the Effects of this Conduct, but it seems to be almost certain that the Cannon will be split, the Deck over the Forecastle ript up; Cannon-shot will go through your Bows into the Enemy's, and carry Splinters to the Destruction of all that stand in the Way. Firing the Hand-Granadoes before you retire is to prevent the Enemy's tossing them after you; they ought therefore to have Fuzees of a shorter Duration than those upon the Cannon; and it may prove

the Enemy if you leave three or four Granadoes, whose Spiggots are filled with whole Powder, with a mallet beaten at the Top.

The Men that leave the Forecastle must stay to prevent the Enemy's coming Aft, which may be easily done with half Pikes, Javelins, and Hand-Granadoes, under covert of the Bulk-head, mentioned in *Art. 8.* page 162.

But if the Enemy, after the Splitting of the Cannon and breaking of the Shells, lodge in the Forecastle, let your two Cannons in the Steerage incessantly play upon the Bulk-head, with double, round, and Case-shot, until it is level with the Deck, that the Enemy may have no covert there: As for the Damage the Ship will receive by such Conduct and the splitting the Cannon is inconceivable; for Fights are like Storms, in both which a ship is never brought into Competition with the Whole; and it is much easier and more reputable, especially after a brisk Effort, to Re-build the Forecastle, than to build a new Ship.

If they shelter under the Bow of the Long-Boat, the Men that have before retired from the Forecastle must drive them from thence, with their Musquets, through the Look-holes in the Coamings.

#### XIV. *How to make a Sally.*

**HAVING** (by a vigorous Defence) repulsed the Enemy from your Bulk-heads and cutting up your decks, it may be necessary to make a Sally to complete your Victory; but by the Way, the young Master must use great Caution before he sallies out, lest he be drawn into some Stratagem to his Ruin; therefore in a Ship of but few Hands, it is not a Mark of Confidence to keep the Close-quarters so long as the Enemy is on Board; and if his Men retire out of your Ship, fire

fire into him through your Look-holes and Ports till he calls for Quarter : And if it should even come to that you must proceed warily (unless you out-number him in Men) and send but few of your Hands into the Ship, while the other are ready with all their Small-Arms and Cannon charged ; and if they submit patiently, disarm and put then down below, where there is no Powder or Weapons ; but plunder not, lest your Men quarrel about Trifles, or to be intent in searching for Money and thereby give the Enemy an Opportunity to destroy you ; and if you take the Prize, (when you come into an Harbour) let every thing be equally shared among the Men, the Master only reserving to himself the Affections of his Men by his Generosity ; which with the Honour of the Victory to a brave Mind is equivalent to all the rest.

But to return ; in making a Sally as abovesaid, Caution must be used, if the Enemy be not put off ; so that must, if he be, lest some of the Enemy's Men be hanging about your Quarters or in your Chains ; wherefore have Gallies look out there, and pick them off, till the Estimation their Number is inferior to yours : Then let the Commander by some Signal inform his Men in the Close-quarters, that they may be prepared ; which cannot be better done than by taking the Ship's Bell in the Steerage before they engage, for the Cabbin-Bell will not give Sound enough : Likewise before the Battle begins the Officers in each Quarter ought to have Instructions, at least verbal, (though it would be better by Writing) that they know how to govern themselves when the Signal is made.

It is presumed that the Sally will be most advantageous, if made out of the Round-house, because having cleared the Poop you will have no Enemy at your Back : Wherefore let all but two or more, according to your Number, step up into the Round-house, bringing with them all or most of the Musquets and Pistols

ere, leaving only the Blunderbusses. Let all the small-Arms in the Quarters be charged, and the Cannon that flank the Decks out of the Bulk-heads, traversing those in the Round-house, pointing towards the Mizent-mast to gaul the Enemy in case of a Retreat : All things thus prepared, let a Powder-Chest be sprung upon the Poop, and four Hand-Granadoes tost out of the Ports, charged with Flour and Fuzees of a long Duration ; then the Door be opened, and in this Confusion make your Money at once, half advancing forward, and the other destroying about to clear the Poop ; when that is done, let them have an Eye to the Chains : At the Round-house let two Men be left to stand by the Ports-cullis, each having a Brace of Pistols to secure a Retreat ; let those in the Forecastle never shoot right aft, after the Order is made, unless parallel with the Main-deck : The rest must be left to Judgment.

*Merchantmen have the Advantage of Cannonading Privateers.*

THE gallent and exemplary defensive Fights made by some of our Merchantmen, have made the Privateers so cautious, that it is not every Ship they adventure to board ; and perhaps this Unwillingness is not only in the Commanders but in the Men ; who have been slaughtered in such Shoals, that the Impression it has made upon their Minds, drowns every Hopes of their Plunder. Some to prevent these Mischiefs, pretend to Cannonade our Merchantmen ; a Practice that in the Sequel may prove as pernicious to them as the former, if they meet with gallant Defendants ; and this is not such a Paradox as it appears at first Sight, if, first, it be considered the Length of each Ship ; secondly, the Proportion of their

their Cannon; and lastly, the Number of Men in each Ship.

*First*, It is sufficiently known that our Merchant Ships are built for Burthen, and accordingly have the Strength proportioned to the Use they are designed for. On the contrary, Privateers are built for sailing, which is the Property of a Weak Ship, and consequently they are such, otherwise they would not so well answer the Expectations of the Adventures. Besides, the former are designed for a longer Duration than the latter, and for that Reason are built of good *English Oak*, the other being only designed for cruising a Summer or two, are built of Fir or thin Plank, that will splinter worse than Deal.

*Secondly*, Our Men are sensible that their Cannon is a prodigious Strain to our Ships of War, which are built of good Oak: Whereas should Privateers carry a Weight of Guns proportionable to our Ships, their weak Sides would fall to Pieces the first Storm they happen to be in at Sea: This is evident, and for this Reason, though they put in an equal Number of Guns proportionable to the Hulls of our Frigates, they are of a less Nature.

*Lastly*, As for their Men they are numerous, that does not greatly avail; for in Cannonading, they want more than will manage their Cannon and Shot, and the rest stand only to stop a Shot, or by their Wounds to strike a Terror into each other, especially idle Spectators.

It is impossible to limit Commanders what Ships to fight; and to whom surrender; what has been already said, is only to assist them in forming a Comparison on which Side the Advantage lies. Mr. Park in *Sect. 17. Page 161.* That a Collier of eight Guns Twelve or Fourteen Hands, may lay a Battery against a Privateer of Twenty Guns: This, adds he, seems a prodigious Advantage, that each Broadside

Enemy sends Ten Shot to the Collier's Four; but in Reality the Odds are not so great, if we consider the Collier's Sides will better endure twice Ten Shot, than the other Four: And as for their Numbers, it turns to their Disadvantage, for Two or Three Men will manage one of their Guns, and the rest that stand idle are as much exposed, and consequently more concerned at the Slaughter of their Consorts, than Men fully employed; also they being quartered far distant one from another, five Hundred Shot may go through the Ship's Sides, and not hurt one of them; whereas it is almost impossible a Shot should go through their Egg-Shell Sides, but it must kill some, besides the terrible Work the Splinters must make: From all which it is evident, that there is not so great Disparity as some imagine on the contrary Side.

VI. *It is best Conduct for Merchantmen to fight before the Wind.*

Of all these Advantages be by the Sailors rightly considered, and they act according to their usual Courage, the Enemy must purchase his Prize with the Blood of his Men; and perhaps after he has been extravagant in that, he may go without her; especially if the Merchant Commander use the Courage of his Men with good Conduct, and suffer not the Enemy to possess the Advantages he expects by his good Sailing; which is only to be prevented by bearing away when the Engagement begins, so fight before the Wind, for the following Reasons,

It is acknowledged by all Seamen that in an Engagement the Smoke is very offensive to the Leeward-Ship, not only by blinding the Men, and hiding the Enemy a considerable Time from their Sight, making them act with Fear, and in an implicit Confusion

shoot at Random, but it also stifles and suffocates them and it cannot be otherwise with a Merchantman than fights upon a Wind, because if he out-sails the Enemy there will be no Battle; and it is absurd to think an Enemy will fight to Leeward, when he can get to Windward: Because,

2. The Ship to Leeward fighting with her Weather Guns, has her Water-line more or less, (according it blows) above the Surface of the Water, and a Space between those two, (*i. e.* the Surface of the Water and the Water-line, or according to the Sea Phrase, between Wind and Water) may prove of worse Consequence than Ten, nay, I may say an Hundred, upon the upper Work: For should she Tack or bear up, without perceiving it, she may be sunk before it is known where the Water came in; whereas before the Wind the Danger is avoided.

3. Again, if upon a Bow-line your Head-sails disabled your Ship will fly too: And if the Enemy within Musquet-shot you must lie at his Mercy, for Reason that is not convenient now to mention: However, the Danger may be avoided, by fighting before the Wind, because a Ship will steer so almost without any Sail, or at least Provision may be made to keep her so, whatever Damage to her Sails or Rigging may happen.

4. *Lastly*, If you fight before the Wind, and the Enemy keep in your Wake, or upon your Quarter, you may bring too either Way, and give him your Broadside then bear up round, and give him your other Broadside and by that Time your Ship is about again, your other Broadside may be ready, &c.

But if your Ship sails almost equal with the Enemy this Conduct must be altered; because it hinders the Ship's Way, and consequently shortens the Chase. Wherefore to prevent this, get all the Guns you can out of the Stern-ports, and keep continually firing,

er, a Cross bar among his Rigging ; but if at a Distance, fire Round-shot, this will give your Ship Way, and it may also carry away the Enemy's Top-mast, or spoil a Yard ; and a Collier's Stern may be made as hot as her Broadside.

**XVII. *How to treat a disabled Enemy.***

If an Enemy out-fail a Merchant-man, and (in fighting before the Wind) lies fairly along her Broadside, offering to his Strength and Fortune, without endeavouring to take any of those Advantages his sailing offers ; it is unwarlike Conduct in the Master to pretend to take Advantage of him ; because, first, his Ship sailing worse than the Enemy, is not capacitated for such Performances, and thereby may bring the Enemy's Broadside right ahead, or Stern, and so be raked fore and aft, receiving more Damage from one Broadside in such a Position, than from Ten fairly along-side : And secondly, such Conduct may put the Enemy upon acting otherwise, and thereby give him an Opportunity of taking Advantages which he did not intend.

Notwithstanding this may seem strange, yet it is necessary to give such a Caution, though it is not to be followed when the Enemy's Rudder, Yards, or Masts, are damaged, so that he hath lost his Steerage, and hath no Command of his Ship ; for then the Master is wholly to blame, if he do not make use of such a favorable Opportunity to lie thwart his Hawse, or under the Counter, rake him fore and aft and sink him : Yet must be careful that he do not Board the Enemy : For if he do not accidentally fall on Board of him, that the Enemy do the same ; for it is ill Conduct to give such an Opportunity to a despairing Enemy : The best Conduct will be to give him two or three Broad-sides in at his Bow and Counter, and having suf-

ficiently disabled, leave him, unless you have a Letter of Marque, or be near an Harbour.

### XVIII. *How to act upon a Weather and Lee-Shore.*

**T**HOUGH certainly it is the best for a Merchant Ship to fight before the Wind, yet it is in some Places impracticable or dangerous; impracticable upon Lee-shore, dangerous upon a Weather-shore, especially in our Channel before the Wind, when it blows at N.W. by N. or N.N.W.

Therefore being upon a Weather-shore, it is the Commander's best Conduct to cling close to the Land, that the Enemy may not have the Weather-gage: If he come up to your Lee-side and Cannonade you, ply your Gun on that Side, and keep jogging on, until you are got under the Covert of some Cannon into an Harbour, or Night comes on: And considering the uncertain shooting upon the Water, a Man will have hard Fortune, if he be not favoured upon our Coast with such an Opportunity, or meet with one of our Cruizers: And if he keeps upon your Quarter, it is only bearing away a Point or two each Broadside, and then loosing, while you are changing: If he keeps upon your Bow, spring your Loof when you fire, but when he is there, be careful that he does not get thwart your Hawse; if you fear either Tack, or if he be no great Force, give him your Stern before his Chefs-tree.

As it is dangerous to leave a Weather-shore, so it is impracticable to steer before the Wind upon a Lee-shore; so that if an Enemy have such an Opportunity and lie Cannonading your Weather-side, your Conduct will be to shiver all your Sails when he fires, that your Ship may Right, so that as little as possible of the Water-line be above the Water; if he falls a Stern between

each Firing, the Chace must keep Time with him in Loading and Firing; and if he keeps upon your Quarter, loof up in the Wind each Time you fire, that he may receive your full Broadside: When after all, you cannot defend your Ship, the Enemy being too powerful, then run her a-shore, and defend her there, or burn or sink her, any thing so as the Privateers have her not: For if they get no Purchase, their Men have no Pay, their Owners no Profit, and consequently that Trade must fall of itself.

XIX. *Masters ought to stand by one another.*

IN the preeceding Articles we have treated of Fighting in single Ships; we now come to speak of Fleets: But immediately before we come to the Subject itself, it will be necessary to observe, that Masters have the strongest Obligations incumbent upon them, to stand by one another; such as their mutual Preservation, the Motives of Honour, the Duty we owe to our Country, and to one another as Countrymen; of which Duty and Obligation even a *Pagan* Philosopher thus gives his Opinion; If it be my Duty, says he, to love my Country, I must also be kind to my Countrymen; if a Veneration be due to the Whole, so is Piety also to the Parts, and it is the common Interest to preserve them: We are all Members of one Body, and it is as natural to help one another, as for the Hands to help the Feet, or the Eyes the Hands: Without the Love and Care of the Parts, the Whole can never be preserved; and we must spare one another, because we are born for Society, which cannot be maintained without a Regard to particulars.

**XX.** *How to bring the Fleet into Order*

**I**T is absolutely necessary that every Ship should be disposed to act in a proper Station, that the Fleet may not be in Confusion ; and this may be best done by dividing the Fleet into Squadrons, each consisting of Seven or Five Sail : Let one be appointed to command each Squadron, wearing a Merchant Pendant, or some distinguishing Flag : Over all let one be elected to make Signals for Weighing, Tacking, Trying, Lying by, Forming the Line, or Bringing up. What Signals are to be made, must be left to the Discretion of the Person that has the Honour to Command in Chief.

When they form the Line, each Commander must stand in the Center of his Squadron, and the Commander in Chief with his Squadron in the Center of the Line.

Next, after it is appointed who shall follow each other, the Masters must subscribe an Instrument that they will keep their Stations, and proceed as in Council they conclude, upon Sight of the Signal made by the Commander in Chief, and not stand out of the Line, unless by a Majority it be concluded that each Ship must shift for himself, the Enemy being too powerful ; and that all Compacts ought to be void, and every Ship provide for their own Safety.

**XXI.** *They being in a Line must not endeavour for the Weather-gage.*

**H**AVING formed the Line, they must lie by to receive the Enemy, without endeavouring to get the Weather-gage, least it create Suspicion, and so cause a Separation, which may prove the Ruin of but many : Neither may it (perhaps, if nicely examined

be found so Advantageous for a Fleet of Merchant Ships to have the Weather-gage of two or three Privateers, as a Fleet of Men of War to have it in respect to a Fleet of the same : The latter when going to engage, strive to be Windward for the following Reasons, viz.

1. To prevent the Enemy's using their Fire-ships, and have the Opportunity of burning their own.
2. To clear the Smoke, which blinds and suffocates Men.
3. To prevent the ill Consequence of being Shot between Wind and Water.
4. The better to retreat from or pursue after the Enemy.

What Relation these Reasons have to a Fleet of Merchantmen, we will examine : And for the first, neither Privateers nor Merchantmen have Fire-ships, so that the first Reason is invalid.

As for the Second, the Smoke of the Privateer, if Windward, can go over but one Ship at a Time, and so offensive to none of the rest ; and the Merchantman's Smoke drives to Leeward, so that he is always out of Sight of the Wings of the Line ; whereas if he be Leeward their Smoke intervening, eclipses him from their Sight, and consequently they must fire at random.

The third carries the greatest Weight ; but seeing it cannot be avoided, it must be borne with Resolution : However, it is the Ship opposite to the Privateer that will be exposed, therefore Care must be taken to assist her.

The fourth signifies no great Matter ; for Merchantmen pursue not, and let them be either to Windward or Leeward, if they are overpowered, some must suffer being out-failed by the Enemy.

However, we will not determine which is most advantageous to such a Fleet ; but this may be affirmed, that

that they cannot get to Windward without apparent Danger, not to repeat the Confusion it will create which is evident, by considering that not one Merchantman in the whole Fleet sails so well as a Privateer. Now if the Fleet work to Windward out of a Line the best Sailor will be a-head, and that considerably to the Weather the Enemy, if he do it at all, will then will have an Opportunity of Boarding, and perhaps carrying him, before his Consorts can come up to his Assistance; and it is absurd to think of Weathering him by working in a Line; so that duly comparing one thing with another, the Fleet had better (at the Sight of an Enemy) keep their Line, and prepare to receive him, them, without attempting the Weather-gage.

## XXII *It is best sailing in a Triple-Line*

**I**F the Fleet be numerous the Line will spread too far and if the Enemy do not attack them, but only wait for a straggling Ship, the Fleet to lie by, loses Time both which may prove of ill Consequence.

To prevent these, let the Fleet sail in a double, triple, or quadruple Line, or more according to the Discretion of the Commanders; and between these the small Vessels sail. Suppose for Example, the Fleet to consist of Fifteen Sail of Ships fit for the Line; these divided into three Squadrons, each denominated by A,A,A,A,A, the Center the Fleet; B,B,B,B,B, and C,C,C,C,C, the two Wings. *Fig. 1.* If the Commanders will sail in three Lines, let the first be made up of B,B, and C,C,C; the second of B,B, and C,C; and the third of A,A,A,A,A: The Fleet sailing in this Order may sooner form the single Line than when they sail promiscuously, or in any other

Order than three Lines, which may be easily demonstrated, from the Property of Triangles ; and how each Ship may steer into the Line, a Squadron drawn out, and the Lines closed without Confusion, we will here consider.

The Fleet sailing in three Lines before the Wind, each Line composed as directed above, and the Signal being made for the forming a single Line. Let B B, in the first Line stand away with the Wind a little abaft the Starboard-Beam. Suppose upon B, B, B, B ; and C, C, C, with the Wind a little abaft the Starboard-Beam upon C, C, C, C ; and B, B, B, in the second Line must stand down Quatering upon B B, B B, B B ; and C C, with the Wind upon the Larboard Quarter upon C C, C C ; and the third Line, A, A, A, A, A, must continue their Course before the Wind ; and these having shaped their Courses, must make and shorten Sail, till they all fall into a Line, represented by B, B, B, B, B ; A, A, A, A ; C, C, C, C, C. To draw out a Squadron without Confusion must be thus, viz. suppose the Signal is made the Squadron of B's to stand out of the Line, and two Lines formed : Let the three B's in the second Line stand away Quatering, and the two B's in the first Line with the Wind upon the Starboard-Beam, or a little before it ; and they will naturally fall into a Line, and may stand to Leeward or Windward, as Necessity requires ; while this is doing, C, C, in the second Line, must steer down with the Wind upon their Starboard-Quarter into the Place of B, B, in the first Line.

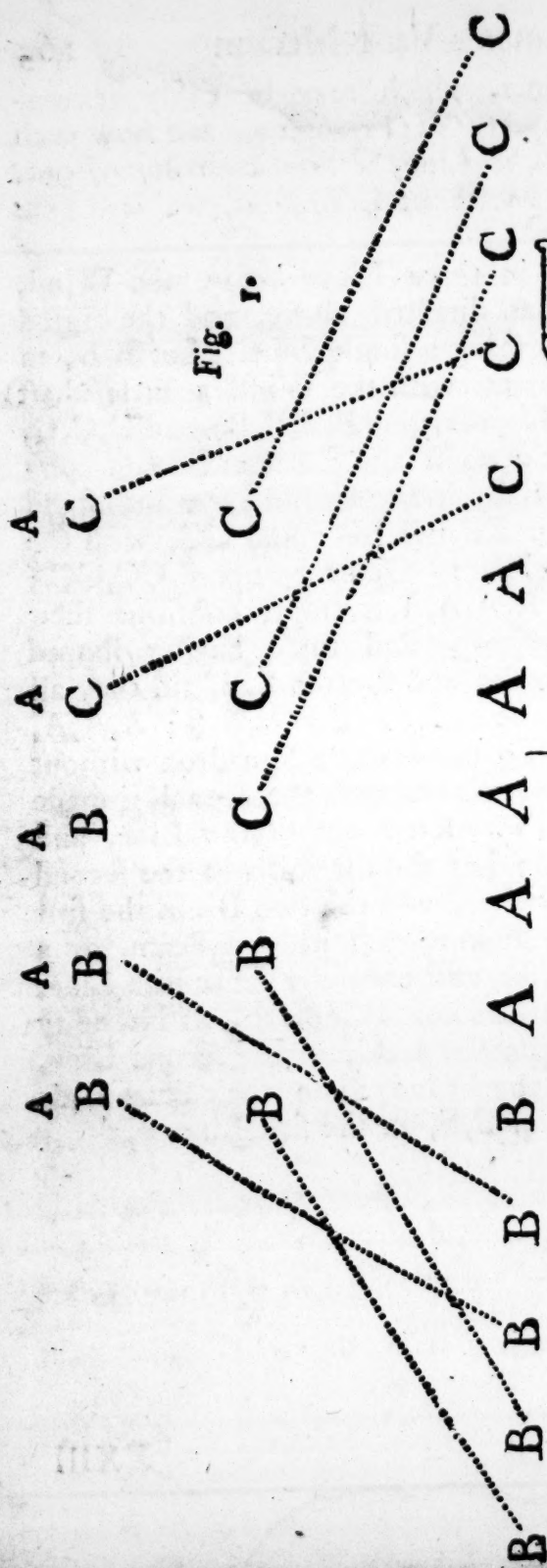


Fig. 1.

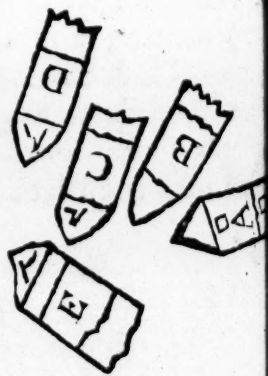


Fig. 2.

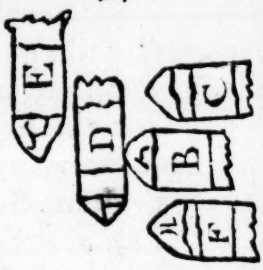


Fig. 3.

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XXIII. *How to act when the Center of the Fleet is attacked.*

THE Fleet being drawn up into a Line of Battle, if a single Privateer attacks the Ship in the Center of the Fleet, they must advance, or more properly loof in the Wings, and form an Half-Moon, that every Ship may bring her Guns to bear, and every Man have his share in the Glory of the Action.

If the Ship that happens to lie a Broadside of the Enemy be disabled in her Mast, or by some unlucky shot in her Hull spring a Leak, he must not precipitately rear out of the Line, lest he cause Suspicion in his Consorts, and give too great Encouragement to the Enemy; he ought to make a Signal before agreed on, that the next Ship a-stern may make Sail and run between the disabled Ship and the Enemy who must stand away the Wing of the Fleet, and there repair her Damages, as well as her Time will permit.

And would Men, every three or four Broadfides, re-are the Ship opposite to, and engaged with the Enemy; which they may do, though by his Conduct he endeavours the contrary) it would not only refresh the Men, put Courage into them, to see each Ship in his Turn share in the Hazard; and a contrary Effect it would have upon the Enemy, who will not only be fatigued by continually playing their Cannon, but out of heart to see no End to their Work.

But should he bear through the Line, and attack the Ship in the Center to Leeward; then must the Wings move away, first into their Line, and then from the Half-Moon with its Points to Leeward.

XXIV. *How to act when the Van or Rear is attacked.*

**B**UT if the Enemy attack the Van or Rear, let the second to the Commander in Chief advance, and form a Semi-Half-Moon, in the mean time let the Commander in Chief stand away with the other Part of the Fleet on that Side the Ships are not engaged, and post himself next to the Ships attacked, and his Second next to him, and so one after another till the Half-Moon is compleat, and there let them lie and fire with Expedition: But by the Way, they must observe to fire between the Ships engaged, at the Enemy, as he stands away for the Wing.

XXV. *How to act when the Ship in the middle of the Wing is attacked.*

**W**HEN the Enemy attacks a Ship in the middle of one of the Wings, let the Van loof and form Part of an Half-Moon, and as many Ships from the Rear stand away to the Van as will make each Point of the Half-Moon equal; while these Ships are standing away the Ship that now is in the Rear must loof, and form the other Point of the Half-Moon; which must be done with all the Expedition the Wind will permit; for the Ships in the Wings completing the Half-Moon will rake the Enemy fore and aft, and consequently do the most Damage.

XXVI. *Better be boarded than break the Line.*

AS for the Enemy's breaking your Line, it cannot be done without he attempt to Board one, and that Ship retreat out of the Line; which will not only bring your Ships into Confusion, but create Suspicion among the Commanders, and cavilling among the Sailors; but will give Heart to the Enemy, who always renews his courage when charging his Retreating Adversary; therefore to prevent the ill Consequence of these threatening Mischiefs, the Master of the Ship attacked, had better prepare to receive him, and let him accomplish his Design; during this his Consorts must get ready to assist him, and act according to his Conduct of the Enemy. Thus,

XXVII. *How the other must act if the Enemy lay one thwart the Hawse.*

If the Enemy lay a Ship in the Fleet along side, the next Ship in the Line a-head must lay them both thwart the Hawse, in such a Position that her Quarter may lie against the Privateer's Stem, and command his Decks, which will be more advantageous than if the Forecastle was there: 1. Because there is more Cannon to the Mast than before. 2. Because it being higher they may clear his Decks with the Small Arms out of the Steerage and Round-house through the Look-holes better than out of the Forecastle. 3. Because being to Tire, viz. those in the Steerage being about the length of the Enemy's Decks, will, if fired with double and round Shot, drive in his Bows, and rake fore and aft, while those in the Round-house that

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over

over-look his Decks, and firing with Case Shot among his Men : If every Man discharge his Duty, the Enemy will industriously strive to disentangle himself, which may be prevented by getting hold of some of his Ropes belonging to his Bow-sprit, and fastening it to your Mast-zen-mast or elsewhere.

If more Help is required, two more Ships may Board those already on Board the Enemy, while the rest of the Fleet with their Boats supply them with Men, that they may act offensive ; for to Board those already engaged, with more Ships is not convenient, because should a Fire by Accident happen, too many Ships would be exposed ; besides, those will be found sufficient. But that the two last should Board their Consorts, is absolutely necessary, because the Enemy being offensive will enter those Ships first on Board, and the Men in the Boats coming on Board them, will not only be exposed to the Enemy, but also to the Shot of the Men in the Close-quarters. Now if two Ships, as just now directed, Board them, and the Men go on Board them in their Boats, they are in no great Danger ; for it is not to be supposed the Enemy can spare Hands to enter for those Ships, or that his Men will be so hardy as to attempt to. Then may they help to clear those Ships Decks entered by the Enemy, and assist and join their Friends when they fall, and so without exposing themselves to another's Shot, repulse and follow the Enemy into their own Ship.

### XXVIII *How the other must act, if the Enemy Board one upon the Bow.*

**B**UT if the Enemy should Board one of your Fleet upon the Weather-Bow, as admit the Privateer (Fig. 2.) Board the Ship A, then let the next Ship in the Line a-head of that Boarded, lay his Quarter

on the Privateer's Bow, so far aft as her Stern may even with the Privateer's Ches-tree, as C; next let the Ship a-head of him, as D, Board that which Boarded the Enemy C, with her Bow upon the other's Quarter, that her Guns in the Steerage and Round-house may bear upon the Privateer. Lastly, let the Ship a-stern of that was Boarded by the Privateer lay E, the Ship which first Boarded the Privateer thwart the Hawse, so as he E, may fire out of his Steerage between A and C, and he take the Enemy B, fore and aft: The rest of the Fleet must assist these with Men and Small Arms.

**XIX.** *How the other must act if the Enemy Board one upon the Quarter.*

IT is usual for Privateers to board Ships, so that their Heads may reach their Enemy's Entering Place, as the Privateer C has boarded B, Fig. 3. In such a Case the next Ship a-stern F, lay the Ship boarded B, on the Quarter, that her Guns abaft may bear upon the Enemy's Quarter; but perhaps some will object against this Conduct, as having no Advantage but what Fortune gives: This is true, but as it hath been before observed, Merchantman's Quarters are stronger than a Privateer's: The Enemy may be beat from these Guns, if the next Ship a-head of B, that was boarded by the Enemy her, B, thwart the Hawse, so that the Steerage and Round-house Guns may bear upon the Enemy's Decks: If these be not sufficient, let the next Ship a-head lay D, the Ship thwart her Hawse which the Enemy first boarded upon the Quarter E, so as her Guns in the Round-house and Steerage may bear upon the Enemy. For the Fleet proceed as directed in the two preceeding Articles.

**XXX.** *To intercept the Enemy when he put off from the Ship boarded.*

**I**N the mean Time, the remaining Part of the Fleet must not be idle ; their best Conduct will be to close the Line to the Windward of the Ships engaged, posting two in such Manner, that if the Privateer put off, they may stand between him and the entangled Ships, that he take no Advantage of them, either by firing Small Shot among their Men, clearing their Rigging, or doing them any other Mischief, which such Conduct may prevent.

**XXXI.** *To Anchor Fleets.*

**S**HOULD we talk of Riding in a Line, it would look too formal, though in some Measure, 'twould sometime bring our Fleets to a good Custom, and prevent oftentimes that which happens by riding stragling : Under the Convoy of one Man of War, says Mr. Parson, I have known a Fleet spread six or more Leagues, which might have rid a good Birth distant one from another in a Mile or two.

This irregularity not only exposes the Owners Ships to apparent Danger, but the Captain of the Man of War to unnecessary Trouble and Vexation ; and sometimes proves a Detriment to his Reputation, as when a Ship considerably a-head or stern happens, to be taken, if he gives not Chace, his Courage and Conduct is called in question ; and if he gives Chace he exposes his Fleet, and his Commission also : Hence it is to be wished that Masters were obliged not to work to Windward of the Convoy, but with Permission by Signal, or in Case of unfortunate Necessity, or within Signal

their Port, (then it is not to be doubted but they would anchor under his Command) nor, when sailing before the Wind, to run a-head of the Convoy, or (if but one Man of War, it being proper for that to keep in the Rear or to Windward of the Fleet) of the Ship appointed by the Captain to sail a-head of the Fleet, carrying a distinguishing Flag, or Merchants Pendant : But then on the other Hand the Captain of the Man of War ought to be exceeding precious of his Time, and not keep the Fleet longer at Sea than Necessity requires, by losing the Opportunity of the Wind.

We shall not speak much of bringing a Fleet to an anchor without a Man of War ; for as Necessity will oblige small Vessels to keep close to the great Ships, the Compact will engage the great Ships to keep close together.

Therefore shall only observe, that in *Bringing-up*, which is commonly upon a Leeward Tide, the great Ships, and those of any Force that ride Weathermost must bring by such a Birth, without the Leeward-Ship, that if the Enemy standing out of the Sea, cannot fetch the former, he may not the latter : And the Advantage of this will be found, if the Enemy fetch and Board the Weathermost Ship, she will be the sooner assisted by her Consorts ; for it must be granted that the Enemy can, if he will cut your Cable ; or you may, if it be to Advantage, cut it yourself, and then, as you drive, your Consort may cut and come to your assistance : And if he attack the Leewardmost Ship, he must come within the Weathermost, receive all their fire, and if he Board her, they can bear down to her assistance.

In riding under the Convoy of a single Man of War, it is somewhat difficult to protect every Ship from the Attempts of a daring Enemy ; yet in some measure the Danger may be removed by posting her

her in the most convenient Place to intercept the Enemy; which may be somewhat after the following Manner, supposing the Fleet to bring up along Shore, upon a Leeward Tide.

The Coast we will imagine to lie N. W. by N. and S. E. by S. the Tide sets S. S. E. the Wind at South and the Fleet bound to the Southward; under these Circumstances the Fleet will be obliged to anchor, if the Tide runs hot.

After this Fleet is brought up, they fear no Enemy from the Westward, being covered by the Land nor out of the North-East Quarter, by Reason of the Wind and Tide; so that the apparent Danger is from the South-East Quarter, which ought to be guarded by the Man of War's Situation: The Merchantmen bearing from her between two Points as they shall estimate a Ship's Way in the Strength of the Tide upon each Tack, that the Enemy coming out of the Sea and going to Leeward of the Man of War, may not fetch one Ship in the Fleet; and if he should take a small Vessel to Windward of the Fleet, he may not (standing off with his Prize) Weather the Man of War (Was there no Tide the Fleet could not bring up so, as the Enemy going to Leeward of the Man of War, can fetch none standing in; and should he take the Weathermost Ship, he cannot carry her off Windward of the Man of War.) Then imagine the Tide runs so strong, as with her Larboard Tack on Board, a Ship can make but a W. N. W. and with her Starboard Tacks on Board, but an E. N. E. Way then no Ship must ride to the Northward of W. N. W. nor to the Southward of W. S. W.

But if a Ship can lie West, or somewhat nearer we must not suppose much; because if the Fleet can make better than a West Way in, and an East Way out they have no Occasion to Anchor; however, if the Enemy should lie to Windward of the E. and V.

suppose

Suppose W. by S. then must the Leeward Ships not bring up to the Northward of the West from the Man of War, but rather W. by S.

I hope, in the Words of Mr. *Park*, that the Intention of this will not be otherwise constructed than a pure Design to hint unto the Masters of small Vessels (such as are not so well acquainted) how they may Anchor under the Protection of a Man of War; this being a thing they ought to understand as perfectly as the Commander of the Convoy; for if they do not or cannot herein perform their Duty, the Captain of the Convoy may have Part of his Fleet spoiled, and his Honour lessened undeservedly.

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*How SHIPS are to be fortified in an Harbour.*

IF Ships in an Harbour or River, are apprehensive of being attacked, or the like, it is then very necessary that they make Preparations to defend themselves, and it is thought that the best and safest Methods to perform this, is by erecting Batteries upon the Shore, and laying a Boom thwart the River. As to military Fortifications, I do not herein intend to treat about it, (reserving those Gentlemen that are desirous to be therewith acquainted, unto the Directions of a proper Master, or Authors who have particularly writ upon the Subject) but confine myself to the Naval Part thereof, as it immediately comes under the Directions of the Fleet Commander or Commander; and this I shall exhibit according to the Judgment and Opinion of the ingenious Captain *Park*.

*I. The Advantages and Disadvantages  
Mooring in a Tideway considered.*

**B**Efore the Boom is laid, it will be necessary to appoint the Place where to Moor the Ships, so that they may be secured against the Enemy's Fireships, and yet annoy their Ships of War : These two Points are to be well considered, and the Situation of the Land at the same Time : In order therefore to assist in this necessary Consideration, we will examine into the Matter as far as we are able. And,

First, we will see what Advantage the Enemy has of a Ship moored in the Stream.

Secondly, The Advantage such a Ship has of the Enemy.

Thirdly, The Advantage the Enemy has of a Ship moored out of the Stream.

Lastly, The Advantage a Ship out of the Stream has over the Enemy.

Here we shall not speak of the Advantages and Disadvantages in respect of the Enemy, but those of the Tide, &c.

First, the Advantage the Enemy has of a Ship moored in the Stream.

1. A Ship moored in the Stream cannot so easily have her Broadside brought to gaul the Enemy in Approach, who always comes with his Stream : This is not so much in respect to their Ships of War ; for the Tide runs too hot for one to lie thwart, it does not so much as for the other, if their Ground-Tackling be at all in Goodness.

2. It is their Fireships that are to be feared in this Case, who will Board you notwithstanding all Opposition, if you have no Boom, or if it be forced : In this Position you can only fire your Chace Guns.

3. And if you heave thwart, he will be the more certain of grappling with you ; for though he comes upon you exposed to your Broadside, yet that will never stop the Progress of the Fireship, unless you sink her ; for if the Commission-Officers that bring her on have no great Courage and forsake her, yet the Tide will supply their deficiency.

4. In riding in the Stream, the Cables are exposed to the Enemy, and if a Chance Shot happens to strike them, the Ship will swing upon the Tide, and so the Enemy have the Opportunity of raking you fore and aft : And if the Enemy has any Conduct, he may lay his Anchors so, that his Cables shall be in no Danger from your Shot.

5. Another Advantage the Enemy has, viz. he may with his Ships of War board you, and then your Forts and Plat-Forms a-shore are useless.

6. As you are moored thwart the Stream, the Enemy may drop a Small Anchor out a-stern, Veer thwart your bow, and so constrain you to alter your Position, or expose you fore and aft.

7. In Riding thwart the Stream, the Cables bear a more than ordinary Strain, and are apt to break, or an Anchor to start, and the Ship swing upon the Tide ; and it is ten to one that the other Anchors start also, and the swing to Leeward.

But it is to be observed that the Enemy have only all these Advantages while the Tide sets in ; for when the Tide runs contrary, they are on the Defendants Side ; and it must be confessed if there be such a Place where the Tide runs continually out, (if the Wind do not blow always in) the best Way is to moor in the Stream.

Secondly, The Advantages such a Ship has of the Tide.

When the Ship is moored thwart the Tide, she can take the Enemy in his Approach fore and aft ; and

and so may do him a considerable deal of Damage before he is thwart the Stream to batter.

2. In riding thus in the Stream, (according to the Common Situation of Rivers) the Enemy cannot batter you under Covert.

These are the Advantages and Disadvantages in mooring in a Tideway ; we shall now consider the contrary And,

Thirdly, The Advantage the Enemy hath of a Ship moored out of the Stream.

1. In approaching, the Enemy is in no Danger of being raked afore and aft ; though according as the Land lies, a Ship may be so moored out of the Stream as to rake the Enemy in his Approach.

2. The Enemy's Men are not much exposed in mooring ; for it is but dropping his Anchor, and he may Veer along your Side ; or, if you lie thwart the River, across your Hawse : This as the River drenches along, may likewise be altered by Riding in the Wake of a Point ; for should the Enemy drop his Anchor before he be about the Point, he cannot Veer along Side, and if he let go his Anchor after he be about the Point, he may be a-stern before he is brought up.

Lastly, The Advantage a Ship out of the Stream, has over the Enemy.

1. A Ship moored out of the Stream, is in no greater Danger of Fireships driving aboard ; and so far as my Memory extends, says Mr. *Park*, Page 221. I remember not one Instance of the *French* grappling a Ship in a Harbour, (before they left the Fireship) while the Ship attacked was in a Condition to make Defence, and had her Company on Board.

2. A Ship thus moored having her Cables shot, is in no Danger of driving, if, as it often happens in Engagements, it proves Calm.

3. In being moored out of the Stream (unless the Wind unluckily favour) the Enemy cannot be thwart your Hawse, unless he tows thither with his Boats, and then they and their Crews are exposed to your Cannon, which may prove fatal to the Enemy, unless they have great Naval Force to countenance the Attack, and assist the Ships engaged with their Boats ; but a prudent Commander will never attempt it ; for should the Boats be disabled, and their Crews disheartened, a Retreat may be impossible for want of their Assistance.

*The Advantages and Disadvantages considered in Respect to the Wind.*

NEXT to the Stream is to be considered the Wind, but that being variable is dangerous to be complied with ; for having fortified the Place where the Ships are moored, it may prove of ill Consequence to forsake your fortifications for the Wind ; for though your Ships may be easily removed, yet your Works upon the Land cannot be, without a Repetition of your Labour, and something added, by transporting your Cannon, and demolishing your old Lines ; unless you have Hands enough to entrench in all Places where Advantages offer in respect to the Wind.

And in respect to that, we will consider the Advantages and Disadvantages to Windward and Leeward.

Those to Windward are,

1. In this Position you are free from the Smoke, the Consequence of which was spoken of before.
2. If you shoot the Enemy's Moorings he will drive fore to Leeward, then must his Boats be exposed to your Cannon in carrying an Anchor to Windward to give off, which if the Boats lay to pass, yet he will be taken fore and aft as he heaves ; and if your Shot take

take place, they must do a considerable deal of Damage among his Men, standing thick at the Capstern : But rather incline to believe that the Ship so grounded would never come off.

3. Again, if you are moored to Windward, your Cables are covered by your Ship, and may be seized by Clamps and Cleats nailed to the Side from the Enemy, and so your Ship may be secured in her Moorings against Random Shot : And this ought to be provided for by Commanders, for preventing the only Disadvantage that attends Ships moored to Windward, which is,

That if their Cables be shot, they drive out upon the Enemy, or swing Head at Wind ; if the former, they may be boarded by the Enemy's Fire-Ships, or Ships of War, and then as before observed, your Forts can in no ways be serviceable, but may be a Prejudice to you instead of the Enemy : If the latter, the Enemy rakes you fore and aft ; but perhaps neither of these may happen, and the Ship may drive to Leeward, the Disadvantages of which Position we shall now mention.

And,

1. If you are moored to Leeward, the Enemy's Fire-Ships may be sent on Board, notwithstanding all Opposition, unless some Shoal or the like intervene.

2. If under this Position you shoot your Enemy's Cables, he not minding to cover them with his Hull, and he drives a-shore or upon you, covers his Boats with his Hull, while they carry an Anchor to Windward and heave off.

3. Your Anchors lying to Windward, should the Enemy shoot your Moorings, you will swing a Head at Wind, and in that Position he will rake you fore and aft ; and if you go to carry out an Anchor, to heave up your Broadside against the Enemy, he will have too great an Advantage of your Boats. Some may imagine an Anchor may not be carried out, only

spring clapped upon the Cable ; but perhaps you will be  
near the Shore for that.

III. *The Advantage of the Land considered,  
in mooring Ships.*

HAVING given some Hints for the mooring of  
Ships in Respect of the Wind and Tide, we will  
now consider what regard is to be had to the Land.  
and I do esteem, says Mr. *Park*, with Submission to  
better Judgments, the Wake of a Point, or an Island  
the most proper Places in a River ; which is preferable,  
cannot easily be determined, because of the various Si-  
tuation of Places, and the Force of the Enemy. If  
you are like to be attacked by a considerable Number of  
Land Forces, an Island is the best Place to fortify ; be-  
cause Nature has surrounded the Place with a Ditch,  
that if the Soldiers advance, it must be in their  
boats, and the Enemy can promise themselves but little  
success in attempting to storm that Way : For Men  
coming out of a Boat cannot march Rank and File ;  
on the contrary, some tumble down by the Boat's  
striking the Shore, others by her Rocking ; then at their  
landing, the Unskilfulness of the Soldiers adds to their  
confusion, for four or five stepping upon the Boat's  
gunnel brings her down upon the Bilge, and as they  
jump out, eager of the Battle, over goes the Boat upon  
the other Bulge, the Men tumbling down perhaps with  
their Firelocks in the Water, and before they can be up,  
the other are advanced some Paces ; besides, being wet  
on Landing, they cannot be so active as at other Times :  
now what can offer more advantageous to the entrenched  
Enemy, than Men in this Confusion within Shot of their  
works, they may be destroyed before they can be  
brought into Order.

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But if no strong Attacks by Land are feared, a Point is best, because of laying the Boom : Now should they be forced, (which must be upon the Flood) before Fireships can be on Board a Ship thus moored, she will be hurried by the Tide beyond ; and if the Place at all way favours your Ships, it will be found impracticable Board a Ship thus moored with such a Wind and Tide as the Enemy must have to force the Boom, unless he exposes his Boats in carrying out an Anchor to warp over the ill Consequence of which has been mentioned before or some unaccountable Accident intervene.

It may be objected, that the Ship's Broadfides cannot be brought to bear upon the Enemy when coming to force the Boom, and that they may be battered over the Point.

In Answer to the first, it is no Matter whether the Broadfides do or not, because if Time will permit, it is proper to get all their Guns ashore, except those of the smallest Nature, which may be put down upon the Lower-Deck, and as it shall be laid, they will serve to flank the Boom.

In Answer to the second, the Enemy will have no uncomfortable lying, to batter the Ships over the Point as for our Fortifications shall be ordered upon the Shoal. But this is to be understood of five or six Ships, not a Fleet ; for then the Wake of a Point will not hinder them.

As for Rivers that have no Points or Islands ; if such be, they must get if they can, under the Wake of the Shoal, and fortify there : Or if none, as well as the Judgment will direct ; for it is impossible to give Directions in all Cases.

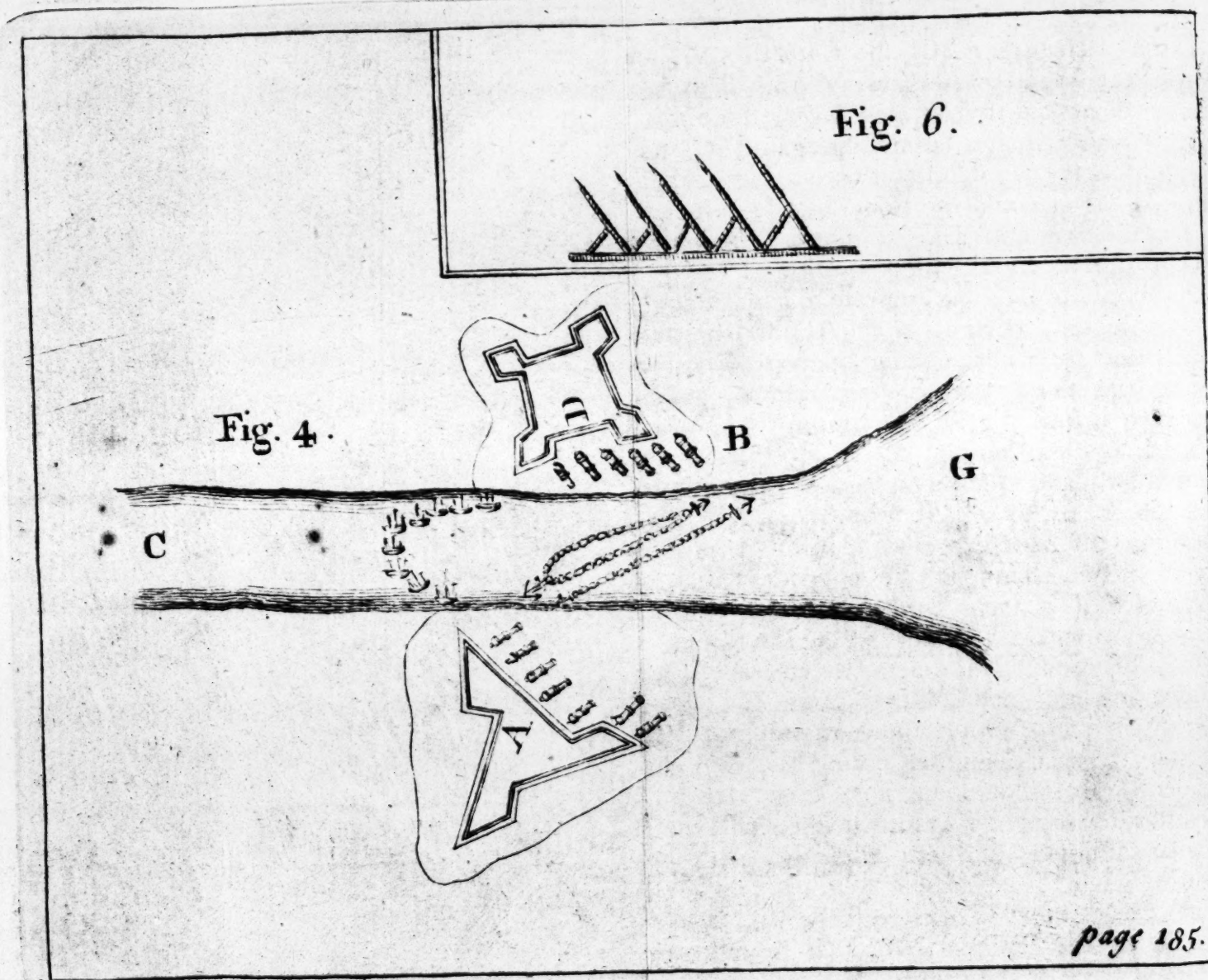
IV. *How to set up a Boom.*

THE only Invention to keep an Enemy out of a River, is, by stretching a Cable thwart its Mouth, and to that lath Yards, or Top-masts, &c. to swim or float it: Without this a Fort is but of little Service, and an Enemy may at his Pleasure pass it with the Help of a good Tide and a leading Gale of Wind: As it therefore has been found that neither Forts or Castles can stop the Enterprizes of the Brave, they have invented these Booms; though as they are made, they have been found of little Service, and as often forced as attacked. This, very probably, may proceed from the little Care that is taken to hide the Cable, which if once cut, the whole Boom is useless. The best way therefore to prevent that, is to cut down a Number of Batlings or Spars (if there be a Wood near) about 20, 30, or 40 Feet long, more or less, and 5, 6, 7, 8, 9, or 10 Inches Diameter: Having a sufficient Quantity of these at Hand, and two Sheet-Anchors in two Long-Boats, moor them in the Place you design your Boom shall begin: Then send two Cables to these Anchors, and around them place your Spars or Poles, fraping on each with Battling stuff (or better if 4 Inch Rope) till the Boom is 7, 8, 10 or more (according to the Number of Men) Feet Diameter, the Cables being in the midst; then take some Iron Hoops and riveting them together, warm the Boom, driving through the Hoop into almost every Spar Nail. After you have wrought a good Birth from the Anchors drop them, and continue your Work till you are near the Edge of the River, then over all lash your Ware-yards and Top-masts with your Top-chains, as the Channel goes, the remaining Part being wrought as you began, drop two more Anchors.

To that Part of the Cable in the Channel, that makes the Boom, must Cables be fastened, and over the Clinch let the Batlings or Spars be wrought, near ten Fathoms of the Cables bent to Anchors laid down the Stream, that the Enemy may not cut those Cables. These will be servicable when the Enemy comes Steering against it; or if he force it in one Place the Weather will not be opened. It need not be mentioned how the Boom may be floated to open the River; for if the Place be never so frequented, few Ships can come in while the Enemy is before it; and when he is not there, the Boom is not wanted: However, if he be found convenient and safe to open the Passage, you may trip the Anchors down the Stream, and upon one Shore, then let the Boats upon the Ebb swing down the Stream, that upon the Flood the Boom may be laid, if the Enemy appear in Sight, which must be done the first of the Tide, for upon the Ebb there is no Danger, because if the Wind be right an Enemy will not adventure against the Tide, a Storm makes such wild Steerage; and should the ground, must lie there till Flood, which may prove fatal from the Shore, or Designs of the Enemy; and against the Weather and Tide the Enemy cannot come in. If the Boom be carried up to the Flood, and the Enemy at the beginning of next Flood appear, the Boom cannot be relaid till the Ebb, and before that the Enemy may have accomplished his Design.

And now the Boom is fixed, we must consider how it is to be laid, which may be in two Respects: First, thwart a River that hath no Windings or Turnings. Secondly, from a Point to a Bight. Under both we will shew how to erect Fortifications to defend the Boom and at the same Time protect the Ships.

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V. *How to lay the Boom and erect Fortifications in a streight River.*

LET the River be ABC, the Enterance G, and suppose the Wind blows chiefly from B to A. Now if the Boom be laid thwart this River, the Ships with a leading Wind, will run Stumbling against it, and so hazards its breaking, by striking it with a Force that comes direct: Whereas could the Boom be laid in such a Manner, that the Ship must take it upon her Bow, the Blow would be diverted by the Ship's casting.

This is only to be done by stretching the Boom thwart the River sloping, as from B to A, the lowermost End which is next the Enemy being upon the Weather Side. It being laid thus, the Enemy cannot possibly run Stemblings against it; for the Ship must be near before the Helm be put down, to bring the Ship's Head to the Boom, and then it is ten to one whether she comes too so nicely to take the Boom, (*Fig. 4.*) Not to mention the Mistakes in a Confusion committed by the Man at the Helm, and he upon the Cond, nor the Smoke; for if all was quiet, I take it for granted, that the Ship would cast along Side the Boom. Then a Battery of good Cannon being erected at A, will rake him fore and aft; and another from D to B, to play upon his Broadside with Double-round and Partridge, must make a great Slaughter among his Men cutting at the Boom. But should he not swing along side the Boom, but lie Stembling against it, then will the Battery at D rake him fore and aft, while A plays upon his Broadside.

What Form these Works must be on, is left to the Judgment of the Designer, who, (if he approves them) may follow those of the Figure.

The Ships must be moored in an Half-moon, with their Broadfides flanking the Boom, as in the Figure. And several old Ships, or if the worse sort, may be sunk as soon as the Castle D makes a Signal that the Boom will be cut: For this Purpose they must have large Scuttles ready cut: but by the Way, it would be extraordinary Conduct to have a small Boom to divert the Enemy, that the Ships may be sunk in the Channel before he Boards them.

As for the rest of the Ship they must be left to the Judgment of their Commanders, and if no other Remedy they may get a-shore to Windward if they can, and then defend themselves from the Enemy's Boats and Fireships. If the whole be seriously considered, the chief Strength will be found to consist in the Boom: If therefore double, triple or four-fold Boom was laid, it would make the Place so much the stronger: And in stretching these the Trouble of Anchors may be spared, by making your Cables fast to the first, and so let them float in a Bight and by a small Anchor ride upon the Ebb, to keep clear of the other.

## VI. *To fortify upon a Point.*

A Point, as was observed in *Art. 3.* is the best to protect Ships from the Enemy; and a Boom laid from a Point to the opposite Bight is the properest for obstructing the Enemy's Fireships, and Ships of War: And Fortifications can be best erected there to gall the Enemy, as may be evident by the following Example, without Train of Arguments, *Fig. 5.*

Suppose the River ABQ is to be fortified: From Point D to the opposite Bight E, lay two Booms DE, and it is ten Thousand to one if a Ship answer her Helm so timely in Bearing or Loosening about the Point.

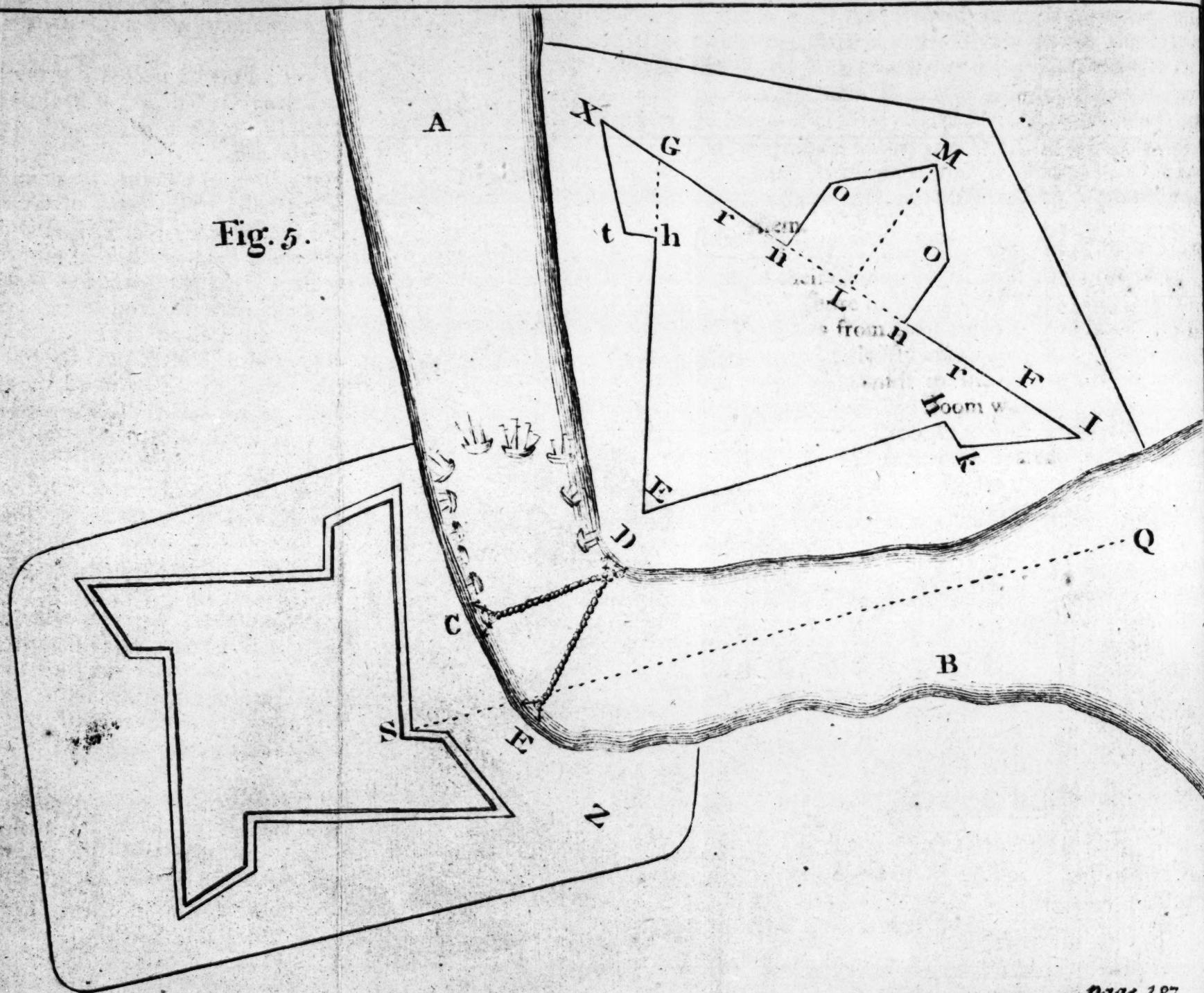
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Fig. 5.



Point, as to take it Stemblings, and if she smite it with her Bow she casts.

Upon the Point D let a Fort be erected ; if the Point be Acute it may be a Triangular-sconce ; if Right-angled it may be a Square ; but if Obtuse it may be a Pentagon : Take an Example of the first.

About four Fathoms from the Point, as at E, draw two Lines EF, EG, parrallel to the Bank of the River, and 400 or 500 Feet or more : Join FG, and divide EF and EG into five equal Parts at h,  $\frac{1}{5}$  from F and G ; raise Perpendiculars k h, t h, each 14 Feet for Flanks ; where may be planted Faulconets in each, to kill the Enemy if he attempts to storm the Place in Boats : Let EG be extended both Ways within eight Feet of the Water's Edge, to IX, and then draw the Lines I k, X t : Upon these and the Curtains (if that Name be proper) let your Cannon be planted as thick as possible.

For the Land Side I, X, it will be necessary to have a Bastion in the middle of the Rampart, and that will be far better than compleating these disproportioned Semi-bastions ; besides it will be nearer the Angular-points of the Semi-bastions, than the Whole if compleated will be to one another, and consequently the most serviceable : It is thus made ; divide I X into two equal Parts in L, and raise the Perpendicular LM, divide LI, LX into four equal Parts,  $\frac{3}{4}$  from L, raise the Perpendiculars N o equal to NL ; lastly, laying a Ruler over o and r  $\frac{2}{4}$  from I or X, draw the Lines OM.

The Point being fortified, draw in the middle of the River Q S parrallel to the Side of the Fort ; at S erect a square or other Sconce, that may rake the Enemy fore and aft, if he lies to batter the Works upon the Point ; also when he approaches the Boom.

Besides .

Besides you may have a Battery of Guns at I, to gall the Enemy in his Approach ; and another at R, round which next the Land must be cast up Lines.

As for the Ships, they must be moored in an Half-moon, to batter the Enemy when he attempts the Boom.

If the Commanders judge other Works necessary they must erect them according to the Situation of the Place.

## VII. *Fireships may be placed between the Booms.*

### *The Manner of managing them.*

**B**ETWEEN the first and second Boom, let for old Ships be placed and fixed up for Fireships. From each let two Hawses be carried a-shore, one to each Side, and let two Cramps be fixed up, that as soon as the Enemy has passed the first Boom, these Ships may be set on Fire, and heaved in their Way, and then nothing can hinder the Enemy's destruction. The Boat may pull a-shore as soon as Fire is set under Covert of the Ship without any apparent Danger ; for such will be the Enemy's Consternation, that they will soon leave Fire. The Hawfers may be fastened to Clamps nailed below the Water-line, that they may not be burnt, nor may the Enemy cut them. Having boarded the Weathermost Ship, you may heave your Fireship and she on Board Leewardmost. More Instructions are needless to Seamen, who know how to manage this as dexterously as any Men in the World.

VIII. *Rafters, Stockadoes and Pallisadoes, how used.*

If there be good Store of Timber at Hand, you may drive Stockadoes, (*i. e.* great Trees into the River,) before your Booms ride Rafters of Trees, with good anchors, making your Cables fast, so as the Enemy cannot come at them to cut them: These will be of singular Use in putting the Enemy into Disorder, if Rubbish be laid upon them and Fires be made, when the Enemy comes in Sight; which will put him to some Consternation, and perhaps cause him to chop to an Anchor, and lose Time or his Tide; and thus you may do every good; but you must be mindful that the Smoke be not beat if to Windward of your Works.

There is another Use you may put these Trees to, that is for Pallisadoes, which must be set in the middle of your Ditch if it be dry, or upon the Foot of the Counter-scarp; but upon the Water they will be of great Use, where be but two Landing Places, and those but small, before your Fortifications; where you may set some of these Tops shall be even with the Surface of the Water when the Tide is at the lowest; and some nearer in, a Foot and a Half higher, and so till you come within a Foot of the Surface at High-water. These may be about five Feet high, and that they may stand firm, you may set them stooping towards the Enemy, and nail on the Faces, (*Fig. 6.*)

X. *To make Gabions before your Cannon.*

If your Works are to be erected by Seamen, they will scarcely be over curious in the Profile, and indeed it will require more Time and Hands than they have to spare;

spare; however, towards the Land they must at least make their Ramparts above Man's Height and Cannon Proof, which with their Ditch will be indifferent strong. The Parapet may be four Foot high. Next unto the Water Nature has in most Places made a very good Ditch, and this may serve if Time will not permit to finish your Work; yet for the Security of your Men between your Guns drive Stakes into the Ground, and between them work green Boughs, as Sailors pass the Ball when they make Mats; those filled with Earth will serve as Corbeils or Gabions. The Earth you use these with may be dug from between them, or opposed to the Vacancy, so as the Corner of the Hole may be the Corner of the Gabion, and then you will have a Line of Ditch-work and Breast-work. They may be seven Feet high, and Foot-banks may be erected on the Land-side for the Men to fire over. If you have Time to finish your Works, this Provision must be made before your Batteries under your Works.

**X. *Maxims to be observed in an Harbour when you begin to fortify.***

1. **I**F there be an Hill within Cannon-shot of your Works, it must be secured by a small Sconce erected upon its Top, where ought to be placed some Cannon of a small Nature.

2. If a Wood be within Cannon-Shot of your Works it must be cut down, and the Timber employed about your Works.

3. The Commander must inform himself before he makes his Works, whether the Enemy, by cutting the Bank, &c. can lay the Place under Water.

4. Let a Spring of Fresh water be secured by a Sconce and a Guard of resolute Fellows.

5. Let your Ships be moored so as they may rake the Enemy fore and aft, when he batters your Works.
6. Let not your Ships be moored before your Fortifications.
7. Let not your Ships be posted near any Town or Village, unless absolute Necessity require it to cover the Town, or the Thing be unavoidable, least the Shot and Bombs that miss you destroy the Town.
8. Let not one Ship touch another when moored, that the Enemy may be obliged to burn each Ship single.
9. Let the Ships be unrigged, and the Shrouds stript from the Mast-head, that the Grapplings of Fireships may have no hold.
10. Let all the Buoys be taken from the Anchors that are the Booms, that the Enemy may not trip them.
11. Let all the Land-Marks be removed, that direct their Steerage into or up the River.
12. Unless the Cargo be a-shore, let no Man's Chest or Cloaths (from the Captain to the Swabber) be carried out of the Ship.
13. Let your Sails be carried a-shore for Tents, and out of your Gunners Stores; that if the worst happen to your Ships, your Forts may have Store of Ammunition.
14. Let not your Powder be altogether in your Forts; that if an Accident happen, the Whole may not be destroyed.
15. Let Out-guards and Centinels be placed upon the Banks of the River; and let some each in nimble Boats armed pass down the Stream to watch the Motion of the Enemy; and in this the Commanders are to act the Part of careful Generals to prevent Surprise.

INSTRUCTIONS for  
 Captain's Clerk, or the Method  
 keeping the Books and Accounts  
 His Majesty's Ships of War,  
 Order as they are passed at  
 several Offices, according to the  
 several Articles of the printed I  
 structions annexed to the Captain  
 Commission, viz.

Clerk of the Acts and Comptroller's Office

General Muster-Book.

ARTICLE 7. Your Captain's Commission to  
 seen at the Comptroller's Office.

Art. 11. Not to bear more Men than your Com  
 ment on your Muster-Book, not Supernumeraries w  
 out an Order; your Supernumeraries to be entered  
 themselves at the End of your General Muster-Book.

Art. 13. The first Column on your General Mu  
 Book is the Number or Place each Man stands on  
 cording to his Entry, and is generally marked at e  
 fifth Name; the next two are the Day of the M  
 and Year of every Man's Entry on Board; the fo  
 from what Ship or Place you received your Men;  
 place of these, whether press'd or Volunteers;  
 fifth is for the Number and Letter which is mark

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Art. 13.  
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Tickets to prevent Forgery, Copies whereof are always kept at the Navy-Office, the Tickets being cut from the Copies after the Manner of Indentures; the eighth Column is for the Mens Names and Quality, as Able, Ordinary, or Midshipmen, &c. the seventh is for Discharge, of which there are several Sorts, and must be distinguished with the several Letters.

the Discharge on the Muster-Book.

Letters proper for each of them as follows:

Discharge	_____	D	Reason	} Preferment. Per Order. Request.
Dead	_____	DD		
Run	_____	R		
Not returned from the Hospital in 28 Days.			}	Dsq whither.

The eighth and ninth Columns are for the Day, Month and Year on which each Man was discharged, dsq, or run.

The tenth Column is the Reason why each Man was discharged, to which Regard must be had, and exactly set off, whether per Order, Preferment, or Request, there were formerly other Reasons, such as Infirmity, or turned over to other Ships, Sickness, old Age, and those last were by Order of Parliament paid full Wages in one Month's Time after their Tickets produced at the Navy-Office, but this is now made

Art. 13. If any Man is discharged into another Ship, Ship's Name must be mentioned (in the Column whither) if run or dsq, the Place or Hospital, must be named in the said Column. The following Columns for the Slop-sellers therein  
S named

named are designed for the more regular distinguishing what is due to each Man, and must be very carefully down against the Men's Names to whom such Slops were issued, in the proper Column of that Slop-feller that supply'd them.

The Columns for Beds, Tobacco, and dead Men's Cloaths are designed for the same Purpose, and must be set off in the same Manner; the Particulars of all these are kept exactly in your Slop-Book, from which you transmit the Total of the Prices into your General Muster-Book, and Monthly Muster-Books; but Care must be taken, that those Issues were in the Time of your Muster-Books.

The twelve Columns on the other Page of the General Muster-Book are for the twelve Months in the Year; you find they are sub-divided into four small Columns or Weeks, in every one whereof, according to the Captain's printed Instructions, you are to keep exact Prick and Cheque upon all who are absent, and the names to be marked with the Muster-Letters, noting always the Day of your Muster on the Top of each of your small Columns, and all the Letters of the Alphabet are used for mustering the Ship's Company, excepting Q, R, S, which signifying Discharge, Quarter, and Sick on Shore.

Your Men absent with Leave to be marked thus—

Without Leave \_\_\_\_\_

Sick on Shore \_\_\_\_\_

You must express on the Margin, or second Column, the Time of press'd Men or Volunteers appearing for duty on board, because they may be entered and victualled on board your Tender perhaps a Month or more before they appear on board the Ship.

What Men you lend to other Ships you must check thus, viz. ✓, and set off in the Margin, third Column the Ship's Name they are lent to, and the Date.

th Men,

They went from the Ship; and when they return, the Day must be mentioned in the same Columns; the same must be done for Men sick on Shore; but remember to mark your Sick (as above) thus, *fs*; if your Sick return from the Hospital or Sick-Quarters before the Expiration of thirty Days they must be *Dsq*, and re-entered the Day they return, at which Time you must strike out the *Q*, and set in the Column (of whence) the Number he stands in his former Entry, and on the next Entry in the Column (of whither) the Number on the last Entry.

You must have an Abstract on your General Muster-Book, the Number of Men Borne, Mustered, Chequed, Sick on Shore, Number of Marines, Number of Supermeraries; the Marines are always included in the Complement of Men; the Number Mustered, Chequed, and Sick on Shore, makes the Number Borne.

On the Front of your Book you must mention the Day of your beginning Wages and Petty-Warrant, the Place where, and Time of going to Sea, Provision,

You must mention there likewise the Number of Men allowed for your Complement, and if altered at any time, the Day must be set down, and to how many reduced or increased.

All this must likewise be exactly observed on your Monthly Muster-Books, they being perfect Copies of the General Muster-Book: On the latter Part of your General Muster-Book, as well as your Monthly Books, you must never omit giving an Account of Men run, how they left the Ship, with your Captain's Opinion whether they ought to be relieved or not.

Article 16. To be very careful in right rating the Ship's Company, and not state more inferior Officers than are allowed.

Tickets must be made out for all discharged and discharged Men, noting to whom you deliver them, and they must

must be all entered on your Ticket-Book, with the Number and Letters, set off exactly on your General Muster-Book, as well as on your Ticket-Book: On the Front of this Book you must keep an Account of what blank Tickets you receive from Time to Time, mentioning the Number expended, and likewise what remains.

25. Your Account of Sick Men must likewise be kept on another Book, wherein must be particularly mentioned the Number on the Ship's Book, Time when, Place where, or Hospital where such Men were sent, with the Day of Discharge from, or return to the Ship again.

28. Your Issues of Slop-Cloaths, Beds, Tobacco, and dead Men's Cloaths, must be charged on your Slop-Book to the Person to whom they were issued, and the Particulars exactly set down with the Prices each in proper Columns; that a clear Distinction may be kept between the Slop-sellers Beds, Tobacco, and dead Men's Cloaths, the Day, Month, and Year of your Issue must always be mentioned; instead of an Alphabet on the Ship-Book the Men's Names, with their Numbers on the Muster-Book, are to be set down successively where they stand there.

At the End of the Slop-Book you must have a particular Account of your dead Men's Cloaths, when they were sold, to whom, with the Names of each Man on the Muster-Book and Slop-Book.

29. Your Purser to make out six Pay-Books, that no more Names be on the Page than another, that all the six Books every Page of each End with the same Main Name, that your Slop-Clothes, Beds, Tobacco, and dead Men's Clothes, (issued in the Time your Pay-Books were made for) be carefully set off thereon.

Your General Muster-Book, Monthly Slop-Book, and all Tickets are signed by the Captain, Master, Purser, and Boatswain.

Your Sick-Book and Ticket-Book the same:

Your Marines, tho' Part of the Complement, to be entered by themselves on your General Muster-Book and Monthly-Book, and a separate List of them, (besides that on the Monthly Muster-Books) to be always transmitted with your Monthly Books, in order to be sent to the Secretary of War's Office for making up the Regimental Rolls, they being always paid in the same manner with the Army; this List must be always signed by their own Chief Officer on Board, if but a Serjeant.

The Supernumeraries to be entered likewise by themselves, at the End of the General, Muster, and Monthly Books; and if any Supernumeraries for Victuals only, they ought to be entered by themselves.

*Comptroller of the Victualling Office's Account of Provisions received on Board.*

Article 4. That there be no Neglect in sending the Provisions on board, &c.

6. The Captain's Clerk to keep an Account how the Provision come on board, and that you may be the more able to do it, it is necessary you be always at the receiving the Provision, examine the Bill of Lading that agrees with the Contents received, and when the Purser indents, you are to demand a Copy thereof.

7. The Captain must Certify that no Sea Provisions are expended in Petty-Warrant.

8. To keep an Account of the Quantities of Provisions from Time to Time received on board, and by what Vessel.

10. The Captain to Sign all Books and Papers relating to the Purser's Victualling Account, and to take Certificate from the Purser thereof.

28. To Certify that the Purser did not embezzle or waste the Provisions, Biscuit Bags, or Iron-Hoops.

41. The Purser is to Certify that the Captain did not command him to Victual Men, or Issue out Provisions without a Warrant under his Hand.

47. That at the Removal or Death of a Purser careful Survey be taken of the Provisions by two or three Purfers, and likewise every thing else in his charge.

The Purser to Certify that he was neither suspended nor confined; some Captains require the Certificate the End of every Month.

### *Additional Instructions.*

**T**HE Captain to Certify that all Provisions mentioned in the Purser's Indents, as well as what was otherwise supplied, were all received on Board, full Part only excepted, for which he had Credit; that he did not receive any Money for Beer or short Provisions on Credit or otherwise, and that there were no Provisions lent.

The Captain to sign the Account of Provisions received on Board.

The Captain must produce a Certificate from the Commissioners of the Victualling, that no Bills or other Accounts stand charged against him during the Time he commanded any of His Majesty's Ships, and that before he receives a general Certificate for the Payment of Wages.

### *Surveyor's-Office.*

#### *Survey-Book*

**A**Rticle 3 and 9. The Boatswain's Part of the Survey Book, contains the Dimensions, Quantity and Quality of the Rigging, and all the Materials

ing to it, with an Abstract of all Stores supplied, lent, or returned ; it contains likewise an Abstract of the Boatswain and Carpenter's Monthly Expence of Sea Stores ; the Boatswain's Part of it is to be taken Notice of in three several Places, (*viz.*) the Rigging Materials, pertaining to the Rigging, and the Sea-Stores.

When any Part of the Rigging is decayed, and not fit to remain in it's Place any longer, it is expended and converted to another Use, and therefore must be carefully set off as expended against its Name, and that Part of the Survey-Book, in the proper Month that Expence was made.

The Materials must likewise be done after the same Manner, especially the Blocks ; but when Shivers, Blocks, Thimbles or Staples are expended, then you must for the first put over it. 1 Sh. 2 H. 3 Th. 4 St. to distinguish them from the Blocks. And, 3. The Expence of Sea Stores to be exactly mentioned every Month, as expended, against the Names of the Stores ; the Total Expence of each Specie set off, as well as the Total of your Stores lent, and returned at the End of your Voyage, when you fit out again, or before you pass your Accounts, and likewise what remains to balance your Accounts. If the twelve Months in your Survey-Book expire before you return home, or refit, you are to transmit the remains of your Sea Stores, into your Supplemental, and to be carried on after the same Manner as the Survey-Book : The Carpenter's Part of this Book is carried exactly in the same Method with that of the Boatswain's Sea Stores.

The last Page of the Survey-Book is designed for a particular Account of the Loss, and the extraordinary Expence of great Stores ; such as Cables, Anchors, Masts, Mast's, Masts and Top-Masts, Yards, &c. the Occasion of such Loss and Expence must be particularly mentioned, whether by hard Gales of Wind or other Accidents, the Latitude, Place where, Bearing of the Land,

Land, &c. an Example whereof you have in the Boatswain's printed Expence-Book.

Articles 4, 5, 6. To keep an Account of Stores brought on board, and committed to the Custody of the Boatswain and Carpenter.

It is your Duty to see them received on board, to take a particular Account thereof, and to examine those Officers Indents, if they agree with the Quantities of Stores received.

9. 45. Your Captain must Certify no Stores lent if any, to mention them.

10. To keep Counter Books of the Boatswain and Carpenter's Expence of Stores.

23. To Certify no Stores were bought; if any, mention them.

If your Captain is obliged in a Foreign Country to buy Stores of any Sort, a particular Care must be taken to get sufficient Receipts, which must be produced as Vouchers at passing your Accounts.

40. To Certify no Shrouds or Back-stays shifted, Top-masts lost; if any, to mention them, Time, Place and Occasion.

43 and 47. If your Boatswain or Carpenter die, are removed, the Remains of their Stores must be carefully surveyed.

A Certificate must be produced of the Time of the Death or Removal, with a Report of the Survey.

*N. B.* This Certificate you give at the Ticket Office to be given with your Ticket-Book and Journal.

If no Survey-Book was left by your Captain's Predecessor, your Captain must certify the same.

The Survey-Book to be signed by the Captain only.

The Boatswain and Carpenter's Expence-Book to be signed by the Captain, and the Boatswain's Counters part by the Master likewise.

Tho' it is not necessary, yet it is common to have the Master and Boatswain sign after the Captain, to

Captain

Captain's Counterpart of the Boatswain's Expence; and the Carpenter to sign the Captain's Counterpart of the Carpenter's Expence.

*Office of Ordnance.*

Counterpart of the Gunner's Expence of Stores signed by the Captain only.

*Admiralty-Office.*

Journal of the Proceeding of the Ship signed by the Captain.

*Clerk of the Acts.*

ARTICLE 2. To give a weekly Account of the Ship's fitting.

3. The Qualifications of the Muster-Books mentioned in the Comptrollers Certificate.

4. An Account of the Expences of Tickets.

5. A Journal of the Proceedings of the Ship.

6. The Ticket-Office, to certify what Officer is

The Captain's Certificate, which relates to the sixth, twenty-eighth preceding Articles, mentioned in the Comptrollers of the Victualling Certificate, and likewise the Additional Instructions.

*Captain's Certificate to the Purser.*

I hereby certify the Particulars following, relating to His Majesty's Ship under my Command, on the \_\_\_\_\_ Day of \_\_\_\_\_ 17\_\_\_\_\_ and the

Day of \_\_\_\_\_ that the Complement of \_\_\_\_\_ the

the said Ship were                      Men all the Time of my Command ; if altered, insert the Time and Number of Men.

2. That the said Ship was in whole Allowance of Provisions all the Time of my Command ; if otherwise, insert the Time and Quality, and whither paid or not.

3. The said Ship's Company was in Petty-Warrant from the                      Day of                      to

Day of                      and began Sea-Provisions the next Day, and so continued all the Time of my Command ; no Sea Provisions expended in Petty-Warrant (except the Particulars following) if any were expended, say the Reason, for Want of a timely Supply, which the Purser hath accounted for with the Victuals.

4. The Purser hath continued in that Employment all the Time of my Command, and hath not sold or embezzled the Provisions, Casks, Hoops or Bags that were ordered him, (if any other Purser, his Name, and who succeeded the other) dated on board the                      in                      this                      Day of

*The Purser's Certificate to the Captain relating to the 10th, 41st, and 47th Articles.*

THESE are to certify the Right Honourable                      Principal Officers and Commissioners of His Majesty's Navy ; that Captain *A.B.* hath signed all Accounts, Books, and Papers relating to the passing of my Victualing Account, as Purser of His Majesty's Ship                      under his Command between the                      Day of                      and                      Day of                      particularly for Entry of Men and Expence of Cask, and has not any Time suspended or confined me, nor ordered issuing of Provisions upon any Account, but by Warrant under his Hand, nor done any thing in Prejudice

my Office, contrary to the Rules of the Navy ; dated  
board the Day of

*Certificate relating to the Additional Instructions by the Captain.*

THESE are to certify that all Provisions mentioned in the Purser's Indents, as well as what was otherwise supplied, were all received on board, such Part only excepted, for which he had Credit ; and that he did not receive any Money for Beer, short Provisions on Credit or otherwise, and that there was no Provisions lent any mention to what Ship, Time and Place) dated  
Etc.

*Captain's Certificate to the Surveyor's Office, which relates to the 9th, 45th, 23d, and 40th Articles.*

THESE are to certify, that no Stores were lent, or bought by me, during the Time I commanded His Majesty's Ship no Shrouds or Back-stays shifted Top-mast lost ; dated the Day of

*Certificate when no Survey-Book is left by the preceding Captain.*

THESE are to certify, that no Survey-book was left by the Right Honourable K. L. D. my Predecessor when he was discharged from His Majesty's now under my Command. Given under Hand on board the said Ship, at the Day of

FORM.



**Tickett**

**SICK-**

**An Account of PAY-TICKETS received on Board His Majesty's Ship**  
**Commander, between the      Day of      and the      following.**  
**Captain A.B.**

Time when Supplied.	From what Place	From whom	Letter and Number of Tickets.	Quantity.
		T		SICK-



**Captain A.B.**

# PAY-

T<sup>2</sup>



## Stonfellers

An

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10



An

Captain A. B.

divergence

Day of

## Commander, between the

[illegible]



## The Seaman's Vade-Mecum.

213

# An

Captain A.B. Commander, between the of and the

Time when returned.	To what Place.	To whom, or Storekeeper's Name.	Quality.	Quantity.







An Account of the State and Condition of His Majesty's Ship  
Commander, at this Day of

**Captain A.B.**

Number of Men.					
Cheque & why absent.	Sick	Of the Number Borne.			Supernumeraries.
		Mutlured.	Wid. Men.	Without Leave.	With Leave.
		On Board.	On Shore.	Hospital Ship.	
		Officers and Servants.	Petty and Able.	Ordinary.	Landmen.
		Number			
		Marines or Soldiers.	Of what Regiment		
Complement.	Borne.				Short of Complement.
				Belonging to other Ships	Not Borne as Part of the Complement of any Ship

U

B

An Account of the State and Condition of His Majesty's Ship  
 Commander, at this Day of

Captain A.B.

Provisions on Board for the Complement at whole Allowance.		Officers Stores. wanting.			Condition of the Ship.	
Days		Weeks.			Occasion.	When last cleaned.
Bread.				Boatwain.		
Beer.				Gunner.		
Brandy.				Carpenter.		
Beer.					Absent.	
Wine.						
Rum.						
Beef.						
Pork.						
Pease.						
Oatmeal.						
Butter.						
Cheese.						
Oyl.						
Vinegar.						

N. B. These Tables  
 are to be joined  
 with Letters B B.

*A Method how to cast the Weekly Account.*

N. B. Your mustered, chequed, sick, gives your Number Borne, which subtracted from the Complement gives you what you are short of it. Your Officers and Servants, ordinary Landmen and Marines added together, the total Number thereof subtracted from the Number Borne, gives you your petty and able: Your Officers and Servants, petty and able, ordinary Landmen and Marines added together gives you the Number Borne, the Cook's Servant only reckoned in the Account, he being deemed by the Book of Instructions, warranted on more than a petty Officer. Your Sick on Board always mustered, but in casting weekly account not reckoned, but only taken Notice of it as the Number Sick on Board. Your Men sent to the Hospital, Hospital-Ship, or sick Quarters, are returned in your Books the Day they are discharged from thence, victualled on Board the ensuing Day; but Men lent, with Leave, victualled and returned the same Day they do return. This Account is always signed by the Captain.

N. B. Your Receipt of Provisions on Board signed by the Captain, Master, Boatswain, Purser; Receipt of Expence of Pay-Tickets signed by the Captain; Ditto of Paper, Supply and Returns of Officers Stores Ditto.

*Rule to work a Proportion of Provisions.*

For 300 Men for 224 Days, (thus)  
Multiply your Number of Men by the Number Days to be victualled for, gives you your Bread Pounds, and Beer in Gallons, which divide by the Days in a Week, will give you your

Pieces of Beef, Pork, and Quarts of Pease; which divided by four, (the Pease Days in a Week) give you your Pease in Gallons, which multiplied by three (the Cheese Days in a Week) gives you your Cheese in Pounds: and take the Half of your Pounds of Cheese, because your Cheese is always double your Butter) will give you your Pounds of Butter, and Gallons of Oatmeal. And to prove it, divide your Pounds of Bread and Beer by your Men proves the Days Bread and Beer: Beef, Pork and Pease divided by your Men gives Weeks Beef, Pork and Pease: Your Cheese divided by your Men, gives Weeks; and your Pounds of Oatmeal and Butter divided by your Men, gives Weeks Butter and Oatmeal.

## E X A M P L E.

300 Men.

224 Days.

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 7) 67200 Pounds of Bread and Gallons of Beer.
 

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 4) 9600 Pieces of Beef, Pork, and Quarts of Pease
 

---

2400 Pease in Gallons.

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 3
 

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 2) 7200 Pounds of Cheese.
 

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3600 Pounds of Butter, and Gallons of Oatmeal

To prove your Proportion by a Weekly Account, thus  
(for Example)

Divide each of these by 300, the Number of Men.  
 3|00)672|00(224 Days Bread and Beer. 96|00(32 Weeks  
 Beef, Pork and Pease. 72|00(24 Weeks Cheese. 36|00(12  
 Weeks Butter, and Gallons of Oatmeal.

17

ips spoke with by His Majesty's Ship  
Day of

[illegible]



A Certificate is always given by the Captain to the Officer who raised them, annexed to it, as thus ;

These are to certify the Honourable the principal Officers and Commissioners of His Majesty's Navy, that the Men above-mentioned were impressed by Lieutenant *A. B.* of His Majesty's Ship \_\_\_\_\_ under my

Command, and by him delivered on Board the said Ship \_\_\_\_\_ at \_\_\_\_\_, and do find them as above duly

qualified, and fit and able to serve His Majesty, and that I find them neither Foreigners, nor pressed from Pro-

vinces. Given under my Hand on Board the said Ship \_\_\_\_\_ at \_\_\_\_\_ this \_\_\_\_\_ Day of \_\_\_\_\_ 17 \_\_\_\_\_

*J. S.*

*N. B.* Seamen may have Slops as far as a Month's Wages in Time of Press, but not exceeding one Month's pay in Value.

May have Slops once in two Months as far as ten shillings Value.

On the Pay-Books the Captain particularly is to note, on his General and Monthly Books, the Value of Clothes and Bedding the Men have been supplied with, and also on the Pay List for the two Months Advance.

The Clerk to take Account of all Stores that come on board in his Time, and likewise of Provisions.

Musters-Books sent every two Months to the Navy-Office.

The Captain, when removed into another Ship, is to leave Copies of Orders with his Successor, and a Com-meat Book signed by himself ; and to send up all the other Books and Accounts under his Charge to the Officers they respectively relate to, in order to the passing of Accounts,

*Directions to the Warrant-Officers, as relating  
to the Captain's Clerk's Instructions.*

**B**Oatswain is to pass his Accounts at the End of the Voyage, and to deliver just Accounts of the Expences thereof to the Surveyor of the Navy, audited and vouched by the Captain and Master, with Account of all Stores he hath been supplied with from other Ships or Yards, or that have been bought by the Captain; or Stores lent or returned. He is to take proper Receipts for them, otherwise he will not be allowed to receive his Wages until his Accounts are pass.

The Carpenter's is the same.

Gunner is to keep his Books of Expences, and to be careful the Quantity of Stores expended be expressed in Word at Length, and not in Figures.

At cutting up of Cordage into Breechings, he must be sure to get the Captain's Order for it; at the same Time he discharges himself of the Cordage expended, he is to charge himself with the Breechings into which it shall be converted; the like Method is to be used in the Conversion of any other Stores: He is to pass his Accounts at the End of the Voyage, to deliver them in the Office of Ordnance, audited and vouched by the Captain only, not to receive his Wages without a Certificate from the Board, that he has discharged his Trust faithfully; he is to make up his Accounts half Yearly that is, an Abstract of his Accounts, of Receipts, Issues and Remains; viz. at *Midsummer* and *Christmas*, deliver the same signed by the Captain, who is to audit the said Account, and to send them up to the Office of Ordnance certified by himself.

Captain is to be a Cheque on his Officers, and keep Counter-Books of the Expence of the Ship's Stores, to audit the Accounts of Officers Stores once a Month.

Month to sign all such Allowances as he makes thereon, and not to pass any Articles unduly signed ; and is to deliver the said Books which he has kept of the Expence of Stores into the several Offices, signed by himself, Master of each Officer, to his respective Counterpart ; and is to demand from the Boatswain, Gunner, Carpenter and Purser, Counterparts of their Indents, which they are to deliver to him immediately after signing.

*Preambles to the General and Monthly Books.*

<p><i>Newbury's Complement 600 Men.</i></p>	{	BEGAN Wages and Extra-petty-warrant Victualling in Harbour, the ended
		Ditto the began Sea Victualling at the next Day
		ended began Extra-petty-warrant the ended Ditto
		the began Sea-Victualling
		the following ( <i>as it falls out.</i> )

Marines belonging to Regiment Borne as  
 Part of the Complement, by Order from the  
 Right Honourable the Lords Commissioners of  
 the Admiralty, or it may happen by the Order  
 of an Admiral, then mention his Name) saying,  
 bearing Date this Day of Note,  
 Supernumeraries and Marines are never borne  
 without an Order.

Supernumeraries borne for Victuals only, by  
 Order of A. B. Rear-Admiral of the White,  
 bearing Date this Day of Note, Super-  
 numeraries belonging to other Ships, when dis-  
 charged by an Order from thence, to go on  
board

board another Ship, there is two Lists made out of them; the List given to the Officer always signed by the Captain; and the other which the Captain keeps by him, is signed by the Officer that receives them, when a Receipt as under-written is passed.

*Received from on board His Majesty's Ship  
this the above-mentioned Men for the Use  
His Majesty's Ship,*

*per me,*

A.

*N. B.* There are allowed to the Captain of every Ship, four Servants in every Hundred Men of the Complement; to the Lieutenant, Master, Second Mate, Purser, Surgeon, Chaplain and Cook; in all Ships down to 60 Men, inclusive each one Servant; to the Boatswain, Gunner and Carpenter, in all Ships down to 100 Men inclusive, each two Servants; and from 100 to 60 Men, one Servant.

*Copies of Certificates generally given by the Captain to his respective Officers, having behaved well in the Discharge of their Duty.*

#### For A LIEUTENANT.

**T**H E S E are to certify the Right Honourable the Lords Commissioners for executing the Office of Lord High-Admiral of Great-Britain and Ireland: That Mr. — served — Lieutenant under my command on Board of His Majesty's Ship — from the

*The Seaman's Vade-Mecum.*

227

Day of \_\_\_\_\_ to the \_\_\_\_\_ during which Time he  
complied with the general printed Instructions. Given  
under my Hand on Board the said Ship at \_\_\_\_\_ this  
Day of \_\_\_\_\_

*A. B.*

MASTER the same Form.

For a BOATSWAIN.

THESE are to certify the Honourable the Principal  
Officers and Commissioners of His Majesty's Navy ;  
that Mr. *A. B.* served as Boatswain under my Com-  
mand, on Board of His Majesty's Ship \_\_\_\_\_ from  
\_\_\_\_\_ to the \_\_\_\_\_ during which Time he  
discharged his Duty, as becoming a worthy good Offi-  
cer. Given under my Hand on Board the said Ship at  
this \_\_\_\_\_ Day of \_\_\_\_\_

*J. S.*

For a GUNNER.

THESE are to certify the Right Honourable the  
Commissioners of the Office of Ordnance ; that  
Mr. \_\_\_\_\_ served as Gunner, under my Command,  
on Board of His Majesty's Ship the \_\_\_\_\_ from the  
\_\_\_\_\_ to the \_\_\_\_\_ during which Time, he dis-  
charged his Trust faithfully, as a sober diligent Officer.  
Given under my Hand on Board the said Ship at  
\_\_\_\_\_ Day of \_\_\_\_\_

*A. B.*

For a MIDSHIPMAN.

THESE are to certify the Right Honourable the  
Lords Commissioners for executing the Office of  
High Admiral of Great Britain and Ireland ; that  
Mr. \_\_\_\_\_ served as Midshipman under my Command  
on \_\_\_\_\_

on Board of His Majesty's Ship the \_\_\_\_\_ from the \_\_\_\_\_  
 on the \_\_\_\_\_ during which Time he b  
 behaved with Diligence and Sobriety, and was always  
 obedient to Command. Given under my Hand on  
 Board the said Ship at \_\_\_\_\_ this \_\_\_\_\_ Day of \_\_\_\_\_

A. B.

For a Master at A R M S, the same Form.

For a CAPTAIN's CLERK.

**T**H E S E are to certify the Honourable the Principal  
 Officers and Commissioners of His Majesty's Navy  
 that Mr. \_\_\_\_\_ served as Clerk under my Command  
 on Board of His Majesty's Ship the \_\_\_\_\_ from the \_\_\_\_\_  
 to the \_\_\_\_\_ during which Time he per  
 formed his Duty in every Respect, and behaved with  
 Diligence and Sobriety, and was always obedient to  
 Command. Given under my Hand, on Board the said  
 Ship \_\_\_\_\_ this \_\_\_\_\_ Day of \_\_\_\_\_

A. B.

**T**H E S E are to certify the Honourable the Principal  
 Officers and Commissioners of His Majesty's  
 Navy; that *A. B.* was entered on Board His Majesty's  
 Ship \_\_\_\_\_ under my Command, on the \_\_\_\_\_ of \_\_\_\_\_  
 as it appears to me, by the Compleat Book left by my  
 Predecessor, and served until the \_\_\_\_\_ Day of \_\_\_\_\_  
 at which Time he was discharged by Order of the Right  
 Honourable the Lords Commissioners of the Admiralty  
 and by their Lordship's Order had this Certificate. Given  
 under my Hand, on Board the said Ship at  
 this \_\_\_\_\_ Day of \_\_\_\_\_

A. B.

T H E S

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nd on  
THESE are to certify whom it doth or may con-  
cern, that *A. B.* belonging to his Majesty's Ship  
under my Command, was discharged on the  
Day of by Order of the Right Honourable  
the Lords Commissioners of the Admiralty; by Reason  
*A. B.* his being a Subject to the King of *Sweden*, and by  
their Lordship's Order had this Certificate given him to  
keep him from being impressed. Given under my  
Hand, on board the said Ship at the Day

*A.D.*

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THESE are to certify the Honourable the  
Commissioners of His Majesty's Navy; that *A.B.*  
belonging to His Majesty's Ship was turned  
on Board His Majesty's Ship and from her  
entered Steward of His Majesty's Ship under my  
Command, to which he now belongeth. Given under  
the Hand, on board the said Ship at the Day

*A.D.*

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Admiral  
ate. C  
THESE are to certify the Honourable the Principal  
Officers and Commissioners of His Majesty's Navy;  
that *A. B.* late belonging to His Majesty's Ship  
turned over from her into His Majesty's Ship  
under my Command; came from the Ren-  
vous at *London*, to His Majesty's Ship under  
Command at the and is now on her Books,  
actually at his Duty on board the said Ship. Given  
my Hand, on board the said Ship at *Spithead*, the  
Day of

*A.* THESE are to certify the Honourable the Princi-  
pal Officers and Commissioners of His Majesty's  
y; that the Men above-mentioned,  
X  
run

run from His Majesty's Ship \_\_\_\_\_ under my Command, at the Time, and in the same Manner, as is against their Names particularly expressed, and therefore in my present Opinion they deserve no Relief. Given under my Hand, on board His Majesty's said Ship at \_\_\_\_\_ this \_\_\_\_\_ Day of \_\_\_\_\_

*N. B.* This Certificate is always put to the Bottom of the run Men, and signed by the Captain.

*Certificates generally given by the Captain and sent to his Agent to pass his Accounts.*

*Certificate to the Navy-Office.*

**T**HES E are to certify the Honourable the Principal Officers and Commissioners of His Majesty's Navy that no Stores were lent or bought by me during \_\_\_\_\_ Time I commanded His Majesty's Ship \_\_\_\_\_ (i. e. \_\_\_\_\_) from the \_\_\_\_\_ to the \_\_\_\_\_ following; neither were there any Shrouds or Backstays shifted, or the Mast lost in the said Time; and that Mr. \_\_\_\_\_ Boatswain of the said Ship from the said \_\_\_\_\_ of \_\_\_\_\_ same \_\_\_\_\_ when a Survey was taken and delivered by Mr. \_\_\_\_\_ succeeding Boatswain, who continued in \_\_\_\_\_ Employ the Remainder. And that Mr. \_\_\_\_\_ Carpenter of the said Ship the whole Time (if \_\_\_\_\_ insert to the \_\_\_\_\_ and was succeeded the \_\_\_\_\_ by Mr. \_\_\_\_\_ who continued the Remainder of \_\_\_\_\_ Time.) Given under my Hand, on board the said Ship at \_\_\_\_\_ the \_\_\_\_\_

*Certified*

*Certificate to the Victualling-Office.*

I DO hereby certify the Honorable the Commissioners for Victualling His Majesty's Navy, the Particulars following, relating to His Majesty's Ship \_\_\_\_\_ under my Command, between the \_\_\_\_\_ and the following, viz.

1. That the established Complement of the said Ship was on the \_\_\_\_\_ Men, and continued so \_\_\_\_\_ whole Time.
2. That the Ship's Company were at whole Allowance \_\_\_\_\_ in Sea-Victualling.
3. That the Ship was in Petty-Warrant, from the \_\_\_\_\_ to the \_\_\_\_\_ and in Sea-Provisions from \_\_\_\_\_ and continued so the Remainder of \_\_\_\_\_ Time.

That Mr. \_\_\_\_\_ Purser has continued in that \_\_\_\_\_ Employ the whole Time, that he was not suspended, or confined, or did he to the best of my Knowledge, embezzle any of the Provisions committed to his Charge.

That no Sea-Provisions were expended in Petty-Warrant.

And I do further certify that the Provisions said to be delivered in the Purser's Indents, as well as what was supplied in broken Proportions, were actually received \_\_\_\_\_ Board (such Part only excepted, for which the Purser had Credit) nor has he received any Money for \_\_\_\_\_, short Provisions, on Credit, or otherwise; nor \_\_\_\_\_ there any Provisions lent (if any, say thus, without having taken proper Receipts for the same) in the \_\_\_\_\_ Time, to any other Ship, or otherwise. Given \_\_\_\_\_ under my Hand, on Board the said Ship at \_\_\_\_\_

S. G.

A

*A List of Books and Papers, the Captain usually sends to his Agent to pass his Accounts.*

**A** General Muster-Book.

Two Monthly-Books.

Two Journals.

Sick-Book, and Ticket-Book.

Account of Provisions received.

Certificate to the Victualling-Office.

Certificate to the Navy.

Counterpart of Boatswains, Gunners and Carpenter's Expence, (when there are any made.)

Certificate of no Survey-Book left.

Purser's Certificate to the Captain.

Survey of Boatswains' Stores, and of the others (when any taken.)

Survey of Provisions (when any taken.)

Supply and return of Stores,

Lieutenant's Receipts for Imprest Men.

Order for bearing Supernumeraries and Marines.

The Captain's Commission.

*Note,* If it is your Duty to keep all these Books and Papers in good Order, never to omit finishing your Monthly Muster-Books, as soon as the two Months expired, transmitting the same to the Navy-Office as often as Conveniencies serve, and a General Muster-Book at the End of every Year, with the Slops, Tobacco and dead Mens Clothes, duly set off on both Monthly and General Muster-Books. Be sure at the End of every Month the Gunner's, Boatswain's and Carpenter's Expence Books be compleat, persued and approved of by your Captain; to the End you may thereby compleat his Counterparts thereof, and be sure they be all duly signed; let your Slop-Clothes, Tobacco and dead Mens Clothes be set off in the Slop-book

moment they are issued. Your Provisions set off in your Accounts as soon as received, and you have compared the Bill of Loading with what is received ; your Tickets set off in your Ticket Book and General Muster Book, as soon as signed ; your sick Men set off in your Sick Book and General Muster-Book, as soon as sent to the Hospital, unless they were that Day victualled on Board, and received as soon as they came on Board ; unless that Day victualled at the Hospital : One or two Days Neglect of all, or any of these, will not only prove burthensome to the Memory, but in the End turn to a Heap of Confusion, and the least Omission will cause an Objection to your Certificates, which without very good Reasons will not be removed ; you must remember, that you are not only accountable to your Captain for every Omission or Neglect in the due Performance of your Duty, in any of the Respects before-mentioned, whereby the passing of his Accounts may be retarded, but that without his Certificate of your having done your Duty, you can't receive your Wages ; on which Account it seems reasonable, that no Lieutenant, or other Officer, has the least Right to command your entering or discharging Men, or writing or altering any other thing whatsoever in the Ship's Books, without your Captains positive Command. You are to obey you from his own Mouth, to obey such Officer in that respect.

At passing the Captain's Accounts, the first Certificate to be obtained, is from the Ticket-Office, which, with your Sick-Book is to be left at the Comptroller's Office ; at the same Time you must shew the Captain's Commission ; next the Comptroller's Certificate, the Comptroller of the Victualling, the Surveyor's-Office, and from the Office of Ordnance, Clerk of the Acts, and Admiralty ; the Purport of every one of which is to certify at large, that the Captain hath comply'd with the several Articles of the Lord High-Admiral's Instructions. which fall under the Inspection of those Offices respectively.

*INSTRUCTIONS in the Purfery.*

The Daily Allowance of Provisions to Seamen serving on Board His Majesty's Ships, each Man.

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Fork one Pound, or Beef one Pound and an half, Pease half a Pint.	Oatmeal one Pint, Butter two Ounces, Cheese four Ounces.	Beef two Pound, Flour one Pound and an half, and Suet a Quarter of a Pound.	Pease half a Pint, Oat- meal a Pint, Butter two Ounces, Cheese four Ounces.	Pork one Pound, or. Beef a Pound and a half, Pease half a Pint.	Oatmeal one Pint, Butter two Ounces, Cheese four Ounces, Pease half a Pint.	Beef two Pounds.

*Note,* Each Man is allowed for every Day of the Week a Pound of Bread, and a Gallon of Beer.

*Rule*

*Rule*

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*Rule to cast a Proportion of Provisions.*

**M**ULTIPLY your Number of Men by the Number of Days to be Victualled for, gives Bread Pounds, and Beer in Gallons; divide your Gallons of Beer by 60, gives Hogheads, your Hogheads by 4, gives Tuns.

Divide your Pounds of Bread by 7, the Days in a Week, and that gives you Pieces of Beef and Pork, and Quarts of Pease, which divided by 4, gives Gallons and 8, Bushels.

Multiply your Beef or Pork by 3, and divide the Product by 8, gives Pounds of Butter; your Cheese is always double your Butter.

If you have Oil in Lieu of Butter and Cheese, divide by 4 instead of 8, and gives Pints of Oil.

Your Gallons of Oatmeal (equal to your Pounds of Butter) divide by 8, gives Bushels. If you have Flour and Suet in Lieu of Beef, three Pounds of Flour and half Pound of Suet for one Piece.

*The Reason of this Rule.*

**O**NE Man's Allowance of Bread is 7 Pound a Week, and but one Piece of Beef, and one Piece of Pork.

One Man is allowed a Pint of Pease four Days every Week, which makes a Quart for every Piece of Beef or Pork.

Three Days in the Week two Ounces of Butter, and 8 Times 2 is 1 Pound; the same Number of Cheese Butter Days in the Week.

Three Days in the Week, one Man is allowed one Pint of Oatmeal, which is three Pints for a Piece of Beef.

Beef or Pork; and any Number of Pints divided by 8 gives Gallons, which divided by 8 gives Bushels.

To cast up the necessary Money for any Quantity of Provisions, with the Drawidge, Lading Charges, and additional Money.

Divide your Bread by 28, and that makes so many Men for a Month, at 6d. each, if above 60 Men, and all under at 9d. a Man, *per Mensum*, then your Additional Money is not altered.

Drawidge—at 4d. *per Tun*.

Lading Charges 2s. *per Month* in the whole.

Adz-Money—3s. 4d. in the whole *per Month*.

All which the Victualler pays when you Indent.

*Extra Necessary-Money*, at 8d. *per Man, per Month* you have a Bill out of the Navy-Office for it.

*To cast the Waste of Cask allowed a Purser*

THE King allows one Tun of Cask waste for 100 Men, *per Month*; 2 Iron Hoops, and Bisket Bags.

You must take the Total of your Victualling, and divide by 28, and cast off the two last Figures toward the Right-hand,

*Example.*

Suppose your Victualling amounts to 30000, divide by 28, and after having cast off the two last Figures you will find the Quotient to be 10 for the Tuns, multiplied by 2, gives your Hoops, and by 3 your Bisket Bags.

Each Cask will be marked on the Head, how many they contain, which your Steward ought to take a

Account of, and what is wanting of Gauge, the  
 Actualler will allow at the Rate of 20s. *per Tun.*

*What a Cask should hold according to a Gauge.*

Gall.

{ 120=But  
 80=Puncheon  
 60=Hogthead  
 40=Barrel }

Wine Measure.

Gall.

{ 108  
 72  
 54  
 36 }

Beer Measure.

What are under are less than Gauge.

{ 2 Buts  
 3 Puncheons  
 4 Hogheads  
 6 Barrels }

make  
 a Tun

{ 56 Butt  
 72 Puncheon  
 88 Hogthead  
 108 Barrel }

Staves  
 make  
 a Tun.

{ 2 Staves  
 make 1  
 Head-  
 Piece.

Your Beer ought to be gauged; and every 108  
 Gallons Beer Measure, is  $132\frac{1}{2}$  Gallons Wine Mea-  
 sure, for which the Purser Indents for 120 Gallons;  
 $12\frac{1}{2}$  Difference being allowed for Lees and Leak-

All you deliver by Weight or Measure you are to  
 pay  $\frac{1}{8}$  Part for Waste; the Measure of 7 Pints, is for a  
 Gallon of Beer; you receive 16 Ounces, and issue 14  
 Ounces of Butter and Cheese, &c. You receive Win-  
 e Measure, and issue Wine Measure; as one Wine  
 Gallon of Pease to a Piece of Pork; a Wine Gallon of  
 Meal for a sized Fish.

Water-Cask, one Tun a Month for every 100 Men,  
 the Channel Service and *Mediterranean*; double to  
 the *West-Indies*.

Your Beef and Pork must have the Number and  
 contents marked on the Head of each Cask, and a Let-  
 ter for the Port it was killed and packed at. In open-  
 ing

ing the Gask, let a Master's Mate, Midshipman or Quarter-Master see it told into another Cask, to the End they may be able to swear, if any be wanting of the Number of Pieces you receive it for.

*Note,* That every 28 Pieces of Beef taken out of the Cask as they rise, and the Salt shaken off, if they weigh 100 lb. neat, are Weight; and every 56 Pieces of Pork, weighs 104 lb. neat; the Weight of 12 lb. in the 100 for Beef, and 8 Pounds for Pork, is allowed for Waste.

In taking one Piece of Provisions for another;

If Beef for Pork, three four Pound Pieces of the first for four 2 lb. Pieces of the latter, or 12 lb. of Beef for 8 lb. of Pork; one Pound of Butter for 2 lb. of Cheese; if *Cheshire* Cheese for *Suffolk*, 3 lb. of *Suffolk*, for 2 lb. of *Cheshire*; if Stockfish for Oatmeal, one Fish for a Gallon of Oatmeal; if Flour for Beef, 4 lb. of Flour for one Piece of Beef, or 3 lb.  $\frac{1}{2}$  of Flour and  $\frac{1}{2}$  lb. pickled Suet for one Piece.

The Victualler always gives you a Copy of your Receipts, which you must enter into a Book to be kept for that Purpose.

### For a Foreign Voyage.

Brandy for Beer, one Gallon for 16 of Beer; or a Pint of Wine for one Gallon of Beer; one Pint of Oil for a Pound of Butter; Calavances for Pease or Oatmeal Quantity for Quantity; two Pound of Yams for one Pound of Bread; one Pound and  $\frac{1}{2}$  of Casadoe for one Pound of Bread; Rum for Brandy, two Gallons for one

*You are likewise to have from the Victualler and Navy-Office, viz.*

Bolsters,	} Navy-Office.	Trett-hooks,	} Victualler.
Punches,		Hogsh. Hoops,	
Rivets,		Barrel Driv-	
Rick-Iron,		er, Prick,	
and Iron-hoops.		Truss-hoops, and Nails.	

*Petty-Warrant.*

WHEN you receive any Warrant from the Clerk of the Cheque, for Victualling in Petty-Warrant, be sure you give them to the Victualler, and take Copies of them, that you may know at cutting up what they amount to, and take always an Account from your Steward, what he has received, and what remains due to you : you must be sure to return all your Bisket Bags and Casks, otherwise the Victualler will make you pay 20s. *per* Tun of Casks, 12d. for Iron-Hoops and Bags.

When you cast up your Petty-Warrant you are not to set it as your Sea-Victualling ; but must take a particular Account, how many Flesh and Fish-Days there are in your Warrant ; so many Pieces of Pork, so many Oatmeal Days of Pease, Flesh-days  $\frac{1}{2}$  a Piece of Beef for Pork, Fish-days  $\frac{1}{4}$  Pound of Cheese,  $\frac{1}{8}$  of Fish or Oatmeal, and two Ounces of Butter to each Man ; of Bread, Butter and Beer the same as in Sea-Victualling ; you have sometimes Loaves of two Pound Weight, of which each Man is to have half a Loaf ; if Bisket you give but Ounces to the Pound.

*When*

*When you make out your Petty Warrant Account.*

**M**AKE yourself Debtor on the Left-hand to all the Provisions received on Board with Casks, Hoops, and Bags ; and Creditor on the Right-hand by what your Warrant amounts to, and by what Casks, Hoops, and Bags you have returned : When you have made yourself Debtor and Creditor aforesaid, by subtracting what Provisions you have received from what your Warrant amounts to, you'll easily know what Provisions are due to you, and so may draw it into Money according to the Pieces in Petty-Warrant ; but remember to make Debtor and Creditor to what Casks, &c. you do not return Casks 20s. *per* Tun, Hoops, and Bags 12d. each.

If you deliver any Cask, &c. to the Contractors Agents, be sure to take a Receipt for the same ; likewise if you return any Cask, &c. by any Vessel or Hoy, take a Receipt from the Master thereof, specifying in Words at Length, and Figures in manner following.

*Portsmouth, 20. July, 1766*

Received from on Board His Majesty's Ship  
on Board the *William* Hoy, to be delivered to His Majesty's Victualling-Office at the Casks, Iron  
Hoops, and Bags as followeth, *viz.*

Butts Iron bound	Ten	10
With Iron Hoops	One Hundred	100
Puncheons Iron bound	Twenty	20
With Iron Hoops	One Hundred	100

This is to be signed by the Master

*Note,* If you cut any Cask for Guns, or Tubs, &c. you must specify it accordingly, and so in several other Cases ; if the Boatswain use any Iron-Hoops for Buckets, or Casks for buoying the Cables, or Buckets, you must have a Certificate from the Captain of the same, or

# *The Seaman's Vade-Mecum.* 241

The Carpenter use any of your Billets or Iron Hoops out the Ship or Boats, you must specify how many, and get a Certificate in the following Method signed by your Captain, viz.

THESE are to certify, that there was cut for the Use of His Majesty's Ship under my Command, between the Day of and Day of Cask to the Value Tuns, Hogheads, to the Truth of this I have hereto subscribed this Day of

J. S.

To find the Necessary Money in Petty-Warrant, at d. per Man, per *Mensem*; divide your Pounds of Bread by 28 will give you Shillings; you need not cast every Warrant, but take the Total of Bread in all your Warrants together.

If you have any Leakage of Beer, Wine, Brandy, &c. the Captain must be acquainted with it, to End he may write to the Admiral or Commander Chief for an Order, (or grant one himself if not under such Command) to have the same surveyed by two three proper Officers, who are to give the Captain an account thereof under their Hands; of which Report you must have another Copy signed by the same Officers; in the Report must be mentioned the Quantity Inches leaked out, and Occasion thereof; then the Captain is to give a Certificate, that such a Day being informed of several Damages, &c. he ordered A. B. D. J. S. to survey the same, who gave him this Report

If you go into an Harbour and enter into Petty-Warrant, you are to specify on the Front of your General Muster-Book, the Day of ending Sea Victuals, and entering into Petty-Warrant, and beginning Sea Provisions again.

Y.

You

You must likewise mention beginning and ending Short-Allowance, and drinking Water.

If at any time your Provisions prove defective, and not fit for Men to eat or drink, your Captain is to procure the Admiral or Commander in Chief's Orders survey the same by two or three Masters, who are to sign a Report of the Quantity and Defects of the Provisions, with the Occasion thereof; which you are to deliver to the Agent Victualler at the next Victualling Port you come to; if it be not Beer (which is generally turned over-board at the Survey) take his Receipt for the same, and be sure to remember what Place it came from, and get a Certificate of that from under the Hands of your Master's Mate, &c. and Cook; but if it should happen in the *Mediterranean*, you are to have His Majesty's Agent at the Survey, if possible, whom you are to deliver the defective Provisions, and a Receipt with a Certificate as follows, *viz.*

**W**HERERS there has been cast by Survey, on board His Majesty's Ship \_\_\_\_\_ myself present (*then mention the Quantity of Provisions*) which were found defective and not fit for Men to eat. These are to desire you to supply Mr. *A. B.* Purser of the said Ship, with a like Quantity of good and wholesome Provisions, he having received the same at the Port of \_\_\_\_\_ upon demand, and for so doing this shall be your Warrant.  
Dated the \_\_\_\_\_ Day of \_\_\_\_\_

*Note,* If you should have a Supply for your defective Provisions and give up your Certificate of Survey, then you are to give no Receipt for the same.

If at any time you have indented for a Proportion of Provisions, and you have Credit for Part thereof, when you receive that Part and give up your Credit, you are to give no Receipt for the same.

When you supply any other Ship with a Proportion of Victuals, Casks Bags, or Iron Hoops, you are to

Take Care to take the Number and Contents of your  
Stocks of each Specie, and also of the Quantities of Species  
delivered, and to take the Purser's Receipts for the same.  
No Provisions to be supplied or delivered without the  
Captain's written Order.

The Purser is to supply the Clerk of the Cheque with  
a complete Muster Book, whereon all the Issues of Slop-  
Clothes, Tobacco, Beds and Dead Mens Clothes, &c.  
are to be exactly set off, and to be very exact in his  
Weekly Accounts of Provisions remaining on Board,  
especially when under the Command of an Admiral.

You are to furnish no Wood or Coals but for the  
Hornace, except to prepare Things for Sick Men; and  
when the Surgeon receives the necessary Money for the Sick  
Men, he is to furnish them with Firing.

You are not obliged to find Candles, but what are  
for the Ships necessary Use, though it is customary to  
furnish Officers.

That you may the better be enabled to furnish the  
Clerk of the Cheque with Muster Books, and for the  
better Government of your Victualling the Ship's Com-  
pany; it is very necessary you keep a Muster Book, as  
complete and as exact as possible; taking always parti-  
cular Notice to cheque those who are from time to time  
requred by the Clerk of the Cheque; and likewise an  
account of Sick Men sent to the Hospital; or absent on  
other Occasions, and not the Ship's Business, to the End  
you may not victual Men who are not allowed to be so  
allow'd.

You are also to keep a Slop-Book, whereon you are  
to charge yourself with all Clothes and Beds you re-  
ceive from the Slop-sellers, to whom you must be ac-  
countable for the same; your Issues thereof, Tobacco  
and Dead Mens Clothes, must always be set off care-  
fully; this must always agree with the Captain's Slop-  
Book, who is directed by his Instructions to see that they  
are issued according to the Establishment: At the End of

your Slop-Book you must have a particular Account of the dead Mens Clothes.

*Price of Provisions in His Majesty's Ship.*

In Petty-Warrant.		In Sea-Victualling.	
	<i>l. s. d.</i>		<i>l. s. d.</i>
Bread	— 0 0 0 $\frac{3}{4}$ per lb.	0 0 1 $\frac{1}{2}$ per lb.	
Beer	— 0 0 1 per Gallon	1 10 0 per Tun.	
Beef	— 0 0 7 per 4lb. Piece.	0 0 8 } per Piece	
Pork	— 0 0 5 per 2lb. ditto.	0 0 6 } per Piece	
Pease	— 0 0 1 per Quart.	0 3 4 per Bushel.	
Butter	— 0 0 4 per lb.	0 0 4 } per lb.	
Cheese	— 0 0 2 per ditto.	0 0 2 } per lb.	
Oatmeal	— 0 0 5 per Gallon.	0 0 7 per Gallon.	

*What the Victualler Pays the Purser for broken Provisions.*

	<i>l. s. d.</i>
Bread	— — — 0 0 1 per lb.
Beer	— — — 1 10 0 per Tun.
Beef	— — — 0 0 8 } per Piece.
Pork	— — — 0 0 6 } per Piece.
Pease	— — — 0 3 4 per Bushel.
Oatmeal	— — — 0 0 0
Butter	— — — 0 0 4 } per lb.
Cheese	— — — 0 0 2 } per lb.

*At passing Accounts.*

What you pay, for Provisions if Debtor, and what allowed if Creditor.

Debtor.	l.	s.	d.		Creditor.	l.	s.	d.
Head	0	0	1½	per lb.	0	0	0¾	per lb.
er	2	0	0	per Tun.	2	0	0	per Tun.
ef	0	0	10	per 4lb. Piece.	0	0	9¾	} per Piece.
rk	0	0	7	per 2lb. ditto.	0	0	9¾	
afe	0	4	0	per Bushel.	0	4	0	per Bushel.
meal								
utter	0	0	5	} per lb.	0	0	4½	} per lb.
eeese	0	0	2½		0	0	2½	

What the Victualler usually allows for Provisions you take Short.

In Petty Warrant.

In Sea Victualling.

	l.	s.	d.			l.	s.	d.
Head	0	0	0¾	per lb.	0	0	1	per lb.
er	0	0	1	per Gallon.	1	8	0	per Tun.
ef	0	0	6	} per	0	0	8	} per Piece.
rk	0	0	4		0	0	4	
afe	0	2	6	per Bushel.	0	2	6	per Bushel.
meal								
utter	0	0	3¾	} per lb.	0	0	3¾	} per lb.
eeese	0	0	1¼		0	0	1¼	

J. S. Purser of His Majesty's Ship.

DO acknowledge to have received from the Commissioners for Victualling His Majesty's Navy at the  
 rt of a compleat Proportion of good and whole-  
 ne Sea Victuals, Necessary Money, &c. for  
 en Days in the Manner following, viz.

Y 3

Men

Men a Day or lb. of Biscuit or Rusk	Tuns. Hogheads. Gallons.	Beer.	In Lieu of Beer, Wine or Rum Gallons	Beef 4lb. Pieces.	Pork 2lb. Piec.	Bushels. Gallons.	Pease or Pease	In Lieu of Beef, Pork or Pease	Fish sized	In Lieu of Fish, Oatmeal Gallons, Rice Pounds	Butter Cheese In Lieu of Butter and Cheese, Oil Gallons	Casks Tuns Hogheads Gallons	Iron Hoops	Bif- cuit Bags
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Necess  
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Water  
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Iron H  
Biscuit

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Necessary-Money, at a Man *per* Menssem.  
Lading Charges, Two Shillings *per* Menssem.  
Drawage of Tuns of Beer, at 4*d.* *per* Tun.  
Adz-Money, at 3*s.* 4*d.* *per* Menssem.

Extraordinary Necessary-Money.

Casks with Provisions.

Water Cask, with { Iron-bound.

Cooper's Stores. { Wood-bound.

Iron Hoops

Biscuit Bags.

With which Victuals, Money, Credit before mentioned,  
do oblige myself to Victual (according to His Majesty's  
Allowance) the said Number of Men for the said Time,  
and for all which I have signed a Receipt; Witness my  
Hand this Day of *Anno Dom.*

An



*A Table for Casting your Victualing Book.*

Jan.	Feb.	March	April	May	June	July
1	1	32	1	91	1	182
2	2	33	2	92	2	183
3	3	34	3	93	3	184
4	4	35	4	94	4	185
5	5	36	5	95	5	186
6	6	37	6	96	6	187
7	7	38	7	97	7	188
8	8	39	8	98	8	189
9	9	40	9	99	9	190
10	10	41	10	100	10	191
11	11	42	11	101	11	192
12	12	43	12	102	12	193
13	13	44	13	103	13	194
14	14	45	14	104	14	195
15	15	46	15	105	15	196
16	16	47	16	106	16	197
17	17	48	17	107	17	198
18	18	49	18	108	18	199
19	19	50	19	109	19	200
20	20	51	20	110	20	201
21	21	52	21	111	21	202
22	22	53	22	112	22	203
23	23	54	23	113	23	204
24	24	55	24	114	24	205
25	25	56	25	115	25	206
26	26	57	26	116	26	207
27	27	58	27	117	27	208
28	28	59	28	118	28	209
29	—	—	29	119	29	210
30	—	30	30	120	30	211
31	—	31	—	31	—	212

*A Table for Casting your Viſtualing-Book.*

Auguſt		Sep.		October		Nov.		Dec.	
1	213	1	244	1	274	1	305	1	335
2	214	2	245	2	275	2	306	2	336
3	215	3	246	3	276	3	307	3	337
4	216	4	247	4	277	4	308	4	338
5	217	5	248	5	278	5	309	5	339
6	218	6	249	6	279	6	310	6	340
7	219	7	250	7	280	7	311	7	341
8	220	8	251	8	281	8	312	8	342
9	221	9	252	9	282	9	313	9	343
10	222	10	253	10	283	10	314	10	344
11	223	11	254	11	284	11	315	11	345
12	224	12	255	12	285	12	316	12	346
13	225	13	256	13	286	13	317	13	347
14	226	14	257	14	287	14	318	14	348
15	227	15	258	15	288	15	319	15	349
16	228	16	259	16	289	16	320	16	350
17	229	17	260	17	290	17	321	17	351
18	230	18	261	18	291	18	322	18	352
19	231	19	262	19	292	19	323	19	353
20	232	20	263	20	293	20	324	20	354
21	233	21	264	21	294	21	325	21	355
22	234	22	265	22	295	22	326	22	356
23	235	23	266	23	296	23	327	23	357
24	236	24	267	24	297	24	328	24	358
25	237	25	268	25	298	25	329	25	359
26	238	26	269	26	299	26	330	26	360
27	239	27	270	27	300	27	331	27	361
28	240	28	271	28	301	28	332	28	362
29	241	29	272	29	302	29	333	29	363
30	242	30	273	30	303	30	334	30	364
31	243	—	—	31	304	—	—	31	365

*Note, If your Viſtualing-Book is for more than one Year, then make your Table ſo much more, as Years not with the Month your Table muſt be accordingly.*

Jan.

Feb.

Mar.

April

May

June

July

Auguſt

Sep.

Oct.

Nov.

Dec.

Note, If your Visiting-Book is for more than one Year, then make your Table so much more, January

	Jan.	Feb.	March	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.
Jan.	365	337	306	276	245	215	184	153	123	92	62	31
Feb.	28	365	334	304	273	243	212	181	151	120	90	59
Mar.	59	31	365	334	304	274	243	212	182	151	121	90
April	89	61	30	365	334	304	273	242	212	181	151	120
May	120	92	61	31	365	335	304	273	243	212	181	151
June	150	122	92	61	30	365	334	304	273	242	212	181
July	181	153	122	92	61	31	365	334	304	273	243	212
August	212	184	153	123	92	62	31	365	335	304	274	243
Sept.	242	214	183	153	122	92	61	30	365	334	304	273
Oct.	273	245	214	184	153	123	92	61	31	365	335	304
Nov.	303	275	244	214	183	153	122	91	61	30	365	334
Dec.	334	306	275	245	214	184	153	122	92	61	31	365

January



# The Seaman's-Vade-Mecum.

253

Num- ber of Men	Bread in lb.	Beer			Wine in Lieu of Beef	Beef in 4lb. Pecs.	Pork in 2lb. Pec.	Flour in Lieu of Beef	Suet in Lieu of Ditto	Pease		Oatmeal		Butter in lb.	Cheefe in lb.
		Tuns	Hhd.	Gal.						Bufh.	Gall.	Bufh.	Gal.		
10	70	0	1	10		10	10			0	2 $\frac{1}{2}$	0	3 $\frac{6}{8}$	3 $\frac{6}{8}$	7 $\frac{1}{2}$
11	77	0	1	17		11	11			0	2 $\frac{3}{4}$	0	4 $\frac{1}{8}$	4 $\frac{1}{8}$	8 $\frac{1}{4}$
12	84	0	1	24		12	12			0	3	0	4 $\frac{1}{2}$	4 $\frac{1}{2}$	9
13	91	0	1	31		13	13			0	3 $\frac{1}{4}$	0	4 $\frac{7}{8}$	4 $\frac{7}{8}$	9 $\frac{7}{8}$
14	98	0	1	38		14	14			0	3 $\frac{1}{2}$	0	5 $\frac{1}{4}$	5 $\frac{1}{4}$	10 $\frac{1}{2}$
15	105	0	1	45		15	15			0	3 $\frac{3}{4}$	0	5 $\frac{5}{8}$	5 $\frac{5}{8}$	11 $\frac{1}{4}$
16	112	0	1	52		16	16			0	4	0	6	6	12
17	119	0	1	59		17	17			0	4 $\frac{1}{4}$	0	6 $\frac{3}{8}$	6 $\frac{3}{8}$	12 $\frac{6}{8}$
18	126	0	2	6		18	18			0	4 $\frac{1}{2}$	0	6 $\frac{6}{8}$	6 $\frac{6}{8}$	13 $\frac{1}{2}$
19	133	0	1	13		19	19			0	4 $\frac{3}{4}$	0	7 $\frac{1}{8}$	7 $\frac{1}{8}$	14 $\frac{1}{4}$
20	140	0	1	20		20	20			0	5	0	7 $\frac{1}{2}$	7 $\frac{1}{2}$	15
21	147	0	1	27		21	21			0	5 $\frac{1}{4}$	0	7 $\frac{7}{8}$	7 $\frac{7}{8}$	15 $\frac{7}{8}$
A															

Z



[illegible]

*N.B.* These three last Tables join at the Letters A,A; B,B.

## Z 2

A

A Proportion of PROVISIONS for 280 Men, for the Number of Days after-mentioned,  
or for the Number of Men after-mentioned, for 280 Days.

Days or Men	Bread in Pounds	Beer			Wine in Lieu of Beer. Gall.	Beef in 4lb. Pecs.	Pork in 2lb. Pecs.	Flour in Lieu of Beef	Suet for ditto	Pease		Oat- meal		Butter	Cheefe	Oil in Lieu of Butter and Cheefe. Pints
		Tuns	Hhd.	Gal.						Bush.	Gal.	Bush.	Gal.			
1	280	1	0	40	—	40	40	—	—	1	2	1	7	15	30	—
2	560	2	1	20	—	80	80	—	—	2	4	3	6	30	60	—
3	840	3	2	0	—	120	120	—	—	3	6	5	5	45	90	—
4	1120	4	2	40	—	160	160	—	—	5	0	7	4	60	120	—
5	1400	5	3	20	—	200	200	—	—	6	2	9	3	75	150	—
6	1680	7	0	0	—	240	240	—	—	7	4	11	2	90	180	—
7	1960	8	0	40	—	280	280	—	—	8	6	13	1	105	210	—
8	2240	9	1	20	—	320	320	—	—	10	0	15	0	120	240	—
9	2520	10	2	0	—	360	360	—	—	11	2	16	7	135	270	—
10	2800	11	2	40	—	400	400	—	—	12	4	18	6	150	300	—

C

C

C

11	3080	12	3	20	—	440	440	—	—	13	6	22	5	165	330	—
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C

## 257

Months

N.B. These two last Tables join at the Letters C, C,

MONTHS at 28 Days each.

Number	Bread in Pounds	Tuns	Hogheads	Gallons	Wine	Beef	Pork	Flour	Suet	Peafe		Oatmeal		Butter	Cheefe	Oil in Lieu, &c.
										Bu.	Gall.	Bu.	Gall.			
1	7840	32	240	—	—	1120	1120	—	—	35	—	52	4	420	840	—
2	15080	65	120	—	—	2240	2240	—	—	70	—	105	0	840	1680	—
3	23520	98	0	3	—	3360	3360	—	—	105	—	157	4	1260	2520	—
4	31360	130	240	—	—	4480	4480	—	—	140	—	210	0	1680	3260	—
5	39200	163	120	—	—	5600	5600	—	—	175	—	262	4	2100	4200	—
6	47140	196	0	0	—	6720	6720	—	—	210	—	315	0	2520	5040	—
7	54880	228	240	—	—	7840	7840	—	—	245	—	367	4	2940	5880	—
8	62780	261	120	—	—	8960	8960	—	—	280	—	420	0	3360	6720	—
9	70560	294	0	0	—	10080	10080	—	—	315	—	472	4	3780	7560	—
10	78400	326	240	—	—	11200	11200	—	—	350	—	525	0	4200	8400	—
11	80240	359	120	—	—	12320	12320	—	—	385	—	577	4	4620	9240	—
12	94080	392	0	0	—	13440	13440	—	—	420	—	630	0	5040	10080	—
13	101020	424	240	—	—	14560	14560	—	—	455	—	682	4	5460	10920	—

*A Form for a Captain's Steward, how he may keep his ACCOUNTS.*

An Account of the Receipt and Expence of Captain A.B. Stores. Commander of His

An Account of the Receipt and Expence of Captain A.B. Stores, Commander of His Majesty's Ship the \_\_\_\_\_ under my Charge between the \_\_\_\_\_ Day of \_\_\_\_\_

[illegible]

*A Form for a Captain's Steward, how he may keep his ACCOUNTS.*

An Account of the Receipt and Expence of Captain *H.* Commander of His Majesty's Ship the \_\_\_\_\_ under my Charge between the \_\_\_\_\_ Day of \_\_\_\_\_

When Expended.													To whom delivered, or in what Company expended.
Week Days	Month Days	French Liquors			Spanish Liquors		Port Wines		Italian Wines		Beer		
		Claret	White	Brandy	Sher ry	Ma- laga	Brandy	Red	White	Florence		Cyprus	
Monday	July 27												To the Boatswain
Tuesday	28												Master, &c.
Wednesday	29												With Merchants of Cadiz.

DIMEN-

DIMENSIONS of the BRITISH NAVY, according to

DIMENSIONS of the *BRITISH NAVY*, according to the present Establishment.

[illegible]

# Guns

	Pinnaces.				Yawls.				Long-Boats.			
	Length Feet	Breadth F. I.	Depth F. I.	N <sup>o</sup> Oars	Length Feet	Breadth F. I.	Depth F. I.	N <sup>o</sup> Oars	Length Feet	Breadth F. I.	Depth F. I.	N <sup>o</sup> Oars
Guns												
100	30	8 9	3 10	10	22	6 9	3 1	8	36	10 3	4 4	11
90	28	8 6	3 9 $\frac{1}{4}$	10	21	6 6	3 0	8	35	10 0	4 3	11
80	28	8 3	3 8 $\frac{1}{2}$	10	20	6 3	2 11	8	34	9 9	4 2	9
70	27	8 0	3 7 $\frac{3}{4}$	10	19	6 0	2 10	8	33	9 6	4 1	9
60	26	7 9	3 7	10	18	5 9	2 9	6	32	9 3	4 4	9
50	25	7 6	3 6 $\frac{1}{2}$	10	17	5 6	2 8	6	31	9 0	3 11	8
44	24	7 3	3 5 $\frac{1}{2}$	8					30	8 9	3 9	8
24	23	7 0	3 4 $\frac{1}{2}$	8	15	5 0	2 6	4	29	8 6	3 3	7

A  
S  
I  
2  
3 M  
4 M  
5 C  
6 M  
7 M  
8 M  
9 M  
10 M  
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25 Main  
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lines  
29 Fore-

# A S H I P's T A C K L I N G described.

See the Draught of a S H I P annexed.

- |                                    |  |
|------------------------------------|--|
| 1 E Nsign.                         | 30 Fore-top-fail-braces                    |
| 2 Mizen-vane.                      | 31 Main-top-fail-bow-lines                 |
| 3 Mizen-top fail.                  | 32 Galleries.                              |
| 4 Mizen-top-fail-yard.             | 33 Poop Lanthorns.                         |
| 5 Cross-jack-yard.                 | 34 Main-top fail-brace.                    |
| 6 Mizen-yard.                      |  |
| 7 Main-vane.                       | a Mizen-mast.                              |
| 8 Main pendant.                    | b Main-mast.                               |
| 9 Main-top-gallant-fail.           | c Fore-mast.                               |
| 10 Main-top-fail.                  | d Bow-sprit.                               |
| 11 Main-fail.                      | e Mizen-top-fail-lifts.                    |
| 12 Fore-vane.                      | f Mizen-crow-foot.                         |
| 13 Fore-top-gallant-fail.          | g Hoisting line for a Flag,<br>or Pendant. |
| 14 Fore-top-fail.                  | h Mizen-sheet.                             |
| 15 Fore-fail.                      | a Mizen-top-mast.                          |
| 16 Jack.                           | b Mizen-top-fail-brace.                    |
| 17 Sprit-fail-top-fail.            | c Mizen-top-fail-clew-line.                |
| 18 Sprit-fail.                     | d Mizen-top-fail-sheet.                    |
| 19 Fore-top-gallant-stay.          |  |
| 20 Fore-top-gallant-bow-<br>lines. | <i>Main-Mast.</i>                          |
| 21 Fore-top-mast stay.             | a Main-top-gallant-mast.                   |
| 22 Fore-top-fail-bow-lines.        | b Main-top-gallant-lifts.                  |
| 23 Crane-line.                     | c Main-top-gallant-yard.                   |
| 24 Fore-stay.                      | d Main-top-gallant-braces.                 |
| 25 Main stay.                      | e Main-top-mast.                           |
| 26 Main-top-mast-stay.             | f Main-top-mast back-stay.                 |
| 27 Main-top-gallant-stay.          | g Main-top-fail-lifts.                     |
| 28 Main-top-gallant-bow-<br>lines. | h Main-top-fail-braces.                    |
| 29 Fore-top-gallant-braces.        | k Main-top-fail-clew-lines.                |
|                                    | l Main-                                    |

- |                                     |                            |
|-------------------------------------|----------------------------|
| <i>l</i> Main-top-fail-leech-lines. | <i>q</i> Fore-bunt-lines.  |
| <i>m</i> Main-top-fail-bunt-lines.  | <i>r</i> Fore-braces.      |
| <i>n</i> Main-lifts.                | <i>s</i> Fore-sheets.      |
| <i>o</i> Main-yards.                | <i>t</i> Fore-tacks.       |
| <i>r</i> Main-braces.               | <i>u</i> Fore-shrouds.     |
| <i>s</i> Main-sheets.               | <i>x</i> Fore-clew-garnet. |
| <i>t</i> Main-tacks.                |                            |
| <i>u</i> Main-shrouds.              |                            |

*Bowsprit.**Fore-Mast.*

- |                                     |  |
|-------------------------------------|--|
| <i>a</i> Fore-top-gallant-mast.     | <i>a</i> Sprit-fail-top-mast.                    |
| <i>b</i> Fore-top-gallant-lifts.    | <i>b</i> Sprit-fail-top-fail-lifts.              |
| <i>c</i> Fore-top-gallant-yard.     | <i>c</i> Sprit-fail-top-fail-yard.               |
| <i>d</i> Fore-top-gallant-braces.   | <i>d</i> Sprit-fail-top-mast -<br>shrouds.       |
| <i>e</i> Fore-top-mast.             | <i>e</i> Sprit-fail-top-fail-braces.             |
| <i>f</i> Fore-top-mast-back-stay.   | <i>f</i> Sprit-fail-top-fail-crow-<br>foot.      |
| <i>g</i> Fore-top-fail-lifts.       | <i>g</i> Sprit-fail-top-fail-sheets.             |
| <i>h</i> Fore-top-fail-braces.      | <i>h</i> Horse on the Bowsprit.                  |
| <i>k</i> Fore-top-fail-clew-lines.  | <i>l</i> Standing-lifts for Sprit-<br>fail-yard. |
| <i>l</i> Fore-top-fail-leech-lines. | <i>m</i> Sprit-fail-yard.                        |
| <i>m</i> Fore-top-fail-bunt-lines.  | <i>n</i> Sprit-fail-sheets.                      |
| <i>n</i> Fore-lifts.                | <i>o</i> Sprit-fail-clew-lines.                  |
| <i>o</i> Fore-yard.                 | <i>r</i> Crane-line.                             |
| <i>p</i> Fore-leech-lines.          |  |



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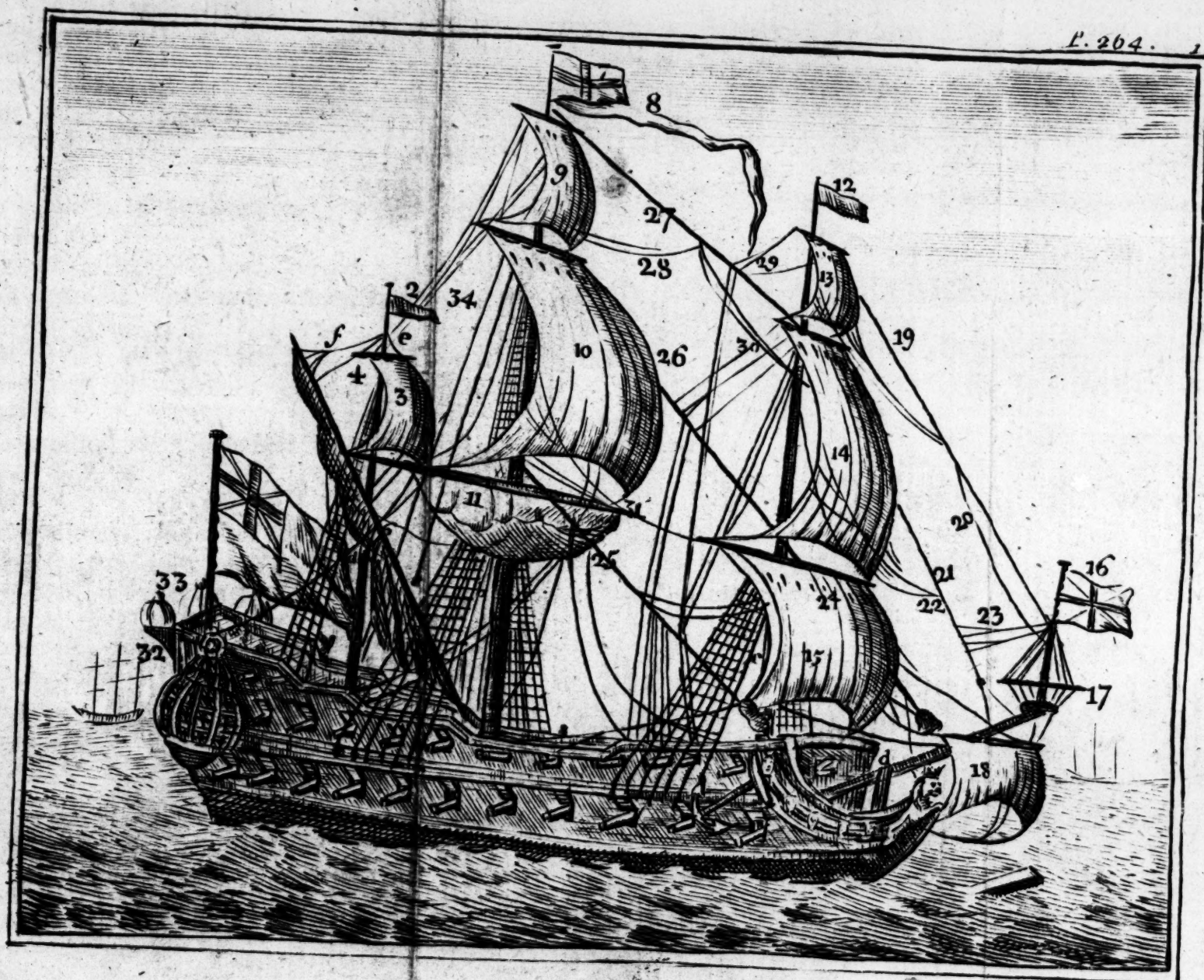
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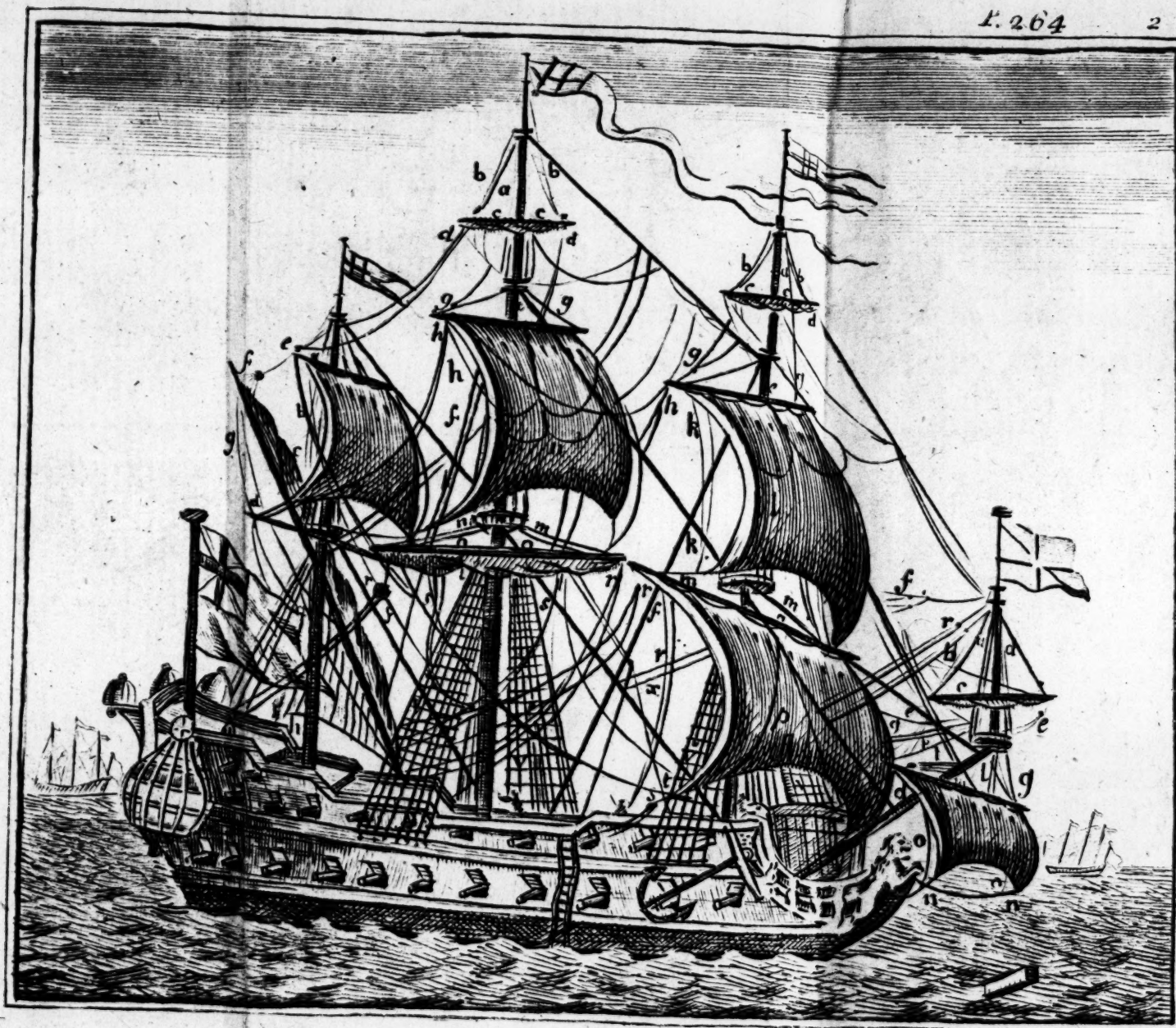
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*The Method of forming Signals for the Regulation of Merchant-Ships sailing in Company together, under the Direction of a Commodore in Time of War.*

BY DAY.

1. **W**HEN the Commodore would have the Ships under his Convoy, *prepare for sailing*, he will loose his Sail.
2. When he would have them *unmoor*, he will loose his Sail, and fire Gun.
3. When he would have them *weigh*, he will loose his Sail; if it be convenient, haul home the Sheets and fire Gun.
4. When he would have the *weathermost* and *headmost* Ships to Tack first, he will hoist at the Mast-head, and fire Gun.
5. When he would have the *sternmost* and *leewardmost* Ships to Tack first, he will hoist at the Mast-head, and fire Gun.
6. When he would have *the whole Fleet to tack together*, he will hoist at the Mast-head, and fire Gun.
7. When he would have the Fleet (in bad Weather) *veer and bring too on the other Tack*, he will hoist a Pendant on the and fire Gun; the leewardmost and sternmost Ships are to veer first, and bring too the other Tack, and lie by, or make easy Sail, till the Commodore comes a-head.
8. When the Fleet is sailing large or before the Wind, and the Commodore would have them bring too with the *Starboard Tack on Board*, he will hoist a Flag on the Top-mast-head, and fire Gun; if to bring too with the *Larboard Tacks*, and at the same Place, and fire Guns.
9. When the Fleet is lying by, or sailing by a Wind, and the Commodore would have them *bear up and sail large*, or before the Wind, he will hoist and fire Gun.

10. When any *discovers Land*, he is to hoist his  
and keep the same Abroad, till the Com-  
modore answers him by hoisting his ; upon Sight of  
which he is to haul his down.

11. If any *discovers Danger*, he is to tack and bear up  
from it, and put Abroad from the Main-top-mast Cross-  
trees downwards upon the Back-stay, and fire  
Guns ; but if the Ship should strike, and stick fast, he  
is to make the same Signal, and continue firing of Guns,  
until he sees the rest have observed him.

12. When any of the Fleet *loose Company*, and meet  
again, those to Windward shall and those to  
Leeward shall answer by

13. In Case of *springing a Leak*, or any other Dis-  
aster that disables your Ship from keeping Com, any. you  
are to haul up your Courtes, and fire Guns.

14. Whoever wants to *speack with the Commodore* must  
spread an from the Head of the down-  
wards on the Shrouds, lowering his Top-sail, and firing  
Guns till he is observed ; and if any Ship perceives the  
same he is to make the same Signal, and endeavour to  
acquaint the Commodore therewith, who will answer by  
firing Guns.

15. The Ships are to *keep as near together* as conveni-  
ently they can ; and when the Commodore would have  
the headmost and weathermost of them *bear down*  
to him, he is to hoist make a Weft with  
his Ensign, and fire Gun, then they are to bear  
down in his Wake.

16. Upon *Discovery of strange Ships*, if the Commo-  
dore would have the Trade lie by, or fall a-stern, he  
will spread on the Mast or  
Shrouds, and fire Gun. And if he would have  
them make sail a-head, or bear away, he will spread  
Shrouds, and fire Gun.

17. It is absolutely necessary, That all Ships that put  
or form themselves under Convoy, be very careful to  
*keep Company* with the same ; and that they do not on  
any

any Pretence or Interest whatsoever *make a Separation* ; this being often attended with very destructive Consequences. Signals made by the Admiral in Chief, the other Flags, the several Convoys of Private Men of War, and the Captains under those Convoys ; the Care the Trade ought to have in following their respective Commodores, and the Methods they ought to take, when the Convoys are attacked, are peculiar to the Men of War, and therefore need not be inserted here.

18. When the Commodore makes a Signal to *Anchor*, he will hoist a                      on the                      and fire Gun.

19. When the Commodore would have the Fleet to *moor*, he will fire                      Gun, and hoist his                      sail with the Clew-lines hauled up.

20. When the Commodore would have the Fleet to *cut or slip*, he will fire                      Gun, and loose both his sails ; the Leewardmost Ships are to cut and slip first, to give room to the Weathermost to come to sail.

# BY NIGHT.

*If the Commodore designs to carry the Lights, he will hoist an                      a little before Night.*

1. **W**HEN the Commodore would have the Fleet to *unmoor*, and ride short, he will hang out Lights, one over the other, in the                      Shrouds, and fire                      Guns : Then every Ship is to hang out a Light in the                      Shrouds.

2. When he would have the Fleet to *weigh*, he will hang out a Light in the                      Shrouds, and fire Gun : Then every Ship is to hang out a Light in the                      Shrouds.

3. When he would have the Fleet to *Tack*, he will hoist                      Lights on the                      one over the other, and fire Gun : Then every Ship in the Fleet is to hang out a Light extraordinary, which is not to be taken in till the Commodore takes his in.

4. When he is upon a Wind, and would have the Fleet *veer*, and *bring too* on the other Tack, he will hoist up one Light on the \_\_\_\_\_ and fire \_\_\_\_\_ Gun : Then every Ship is to answer with one Light at the same Place : The Sternmost and Leewardness are to bear up so soon as the Signal is made.

5. When he would have the Fleet to lie *a-try*, *short*, or a *Hull*, or the *Head-sails braced to the Mast*, he will shew \_\_\_\_\_ Lights of equal Height, and fire \_\_\_\_\_ Guns ; and every Ship in the Fleet is to shew forth the same Number of Lights.

6. When he would have the Fleet make Sail after *lying a-try*, *short*, or a *Hull*, or the *Head-sails* to the Mast, he will fire \_\_\_\_\_ Guns : Then the Headmost and Weathermost Ships are to make sail first.

7. When the Fleet is sailing *large* or *before the Wind*, and the Commodore would have them bring too, and lie by with their Starboard Tacks Aboard ; he will put abroad \_\_\_\_\_ Lights in the \_\_\_\_\_ Shrouds, and fire \_\_\_\_\_ Guns ; but if with the Larboard Tacks Aboard \_\_\_\_\_ Guns : Every Ship is to answer with the same Number of Lights, and the Windwardmost Ships are to bring too first.

8. If he *alters his Course*, he will fire \_\_\_\_\_ Gun, without Alteration of Lights.

9. When a Ship has occasion to lie *short* or *by*, after the Fleet has made Sail, he is to fire one Gun, and shew \_\_\_\_\_ Lights in the \_\_\_\_\_ Shrouds.

10. When any one discovers *Land* or *Danger*, he is to shew as many Lights as he can, fire \_\_\_\_\_ Gun, and tack and bear away from it.

11. In Case of *springing a Leak*, or any other Disaster that disables your Ship from keeping Company, you are to hang out \_\_\_\_\_ Lights of equal Height and fire \_\_\_\_\_ Guns till you are relieved.

12. If any Ship *lose Company*, and meet again, he who *hauls first*, shall ask, *What Ship's that ?* And he who is *hailed first*, shall answer \_\_\_\_\_ the other who \_\_\_\_\_ hailed

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13. When the Commodore *Anchors*, he will fire  
Guns, a small Space of Time one from the other: Then  
every Ship is to shew Lights.

14. When he would have the Fleet to *moor*, he will  
put a Light on each and fire Gun: And  
every Ship is to shew Light

15. When he would have the Fleet *cut or slip*, he will  
hang out Lights, one at each and at  
each and fire Guns: Then each Ship is to  
shew one Light.

16. When he would have the Ships that are too near,  
keep a reasonable Distance a Stern, he will fire Muskets  
at about half a Minute's Distance from each other.

Whereas the 12th Article in the Night-Signal for  
losing Company and meeting again, is by hailing, which  
may be attended with bad Consequences, especially to  
Merchant-Ships; to prevent which, those that are  
doubtful, before coming within Hail, should hoist  
Lights of equal Height, where they can best be  
seen by the other, who is to answer the first hoisted in  
like Manner; then he that first hoisted, shall add ano-  
ther Light of the same Height, which must also be an-  
swered; or this Signal, (as well as any other) may be of  
another kind, as the Commodore thinks proper for better  
Security.

*It must be observed, that the Guns which you fire for Sig-  
nals in the Night, or in a Fog, be all fired on the same  
Side, that they may make no Alteration in the Sound.*

IN A FOG.

1. **W**HEN the Commodore would have the Fleet to  
*weigh*, he will fire Guns.

2. If he would have the Fleet to *Tack*, he will fire  
Guns: Then the Leewardmost and Sternmost are to tack  
B b first,

first, and after they are about, to go with the same Sail they tacked with, and not to lie by expecting the Commodore to come a Head; which is to avoid the Danger, of running through one another.

3. When he *brings too*, and *lies by* with his Head-sails to the Mast, with the Starboard Tacks Aboard, he will fire Guns: If with the Larboard, then

Guns.

4. If he *makes Sail* after lying by, with his Head-sails to the Mast, he will fire Guns: The Headmost and Weathermost Ships are to be make sail first.

5. If the *Fog increases*, he will continue sailing with the same Sail set, that he had before: He will fire a Gun every Hour, which the Ships are to answer by firing of Muskets, beating of Drums, and ringing of Bells.

6. If he is obliged to *make more or less Sail* then when the Fog came on, he will fire every half Hour a Gun, that the Fleet may discover whether they come up with, or fall a-Stern of him; and they are to answer, by firing of Muskets, &c. as before.

7. If any one *discovers Danger*, which he can avoid by Tacking and standing from it, he is to make the Signal for Tacking in a Fog: but if he happen to strike and stick fast, he is to fire Gun after Gun, till he believes the Fleet have avoided the Danger, either by Tacking, bearing up, or Anchoring.

8. When he would have the Fleet to *Anchor*, he will fire Guns; and if the Fleet should be so far a-Stern that they could not hear, he will fire

Guns more, after he has been at Anchor Hour

If any one Ship should be taken by the Enemy, the Master must carefully observe to throw his Signals over-board, and sink them.

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